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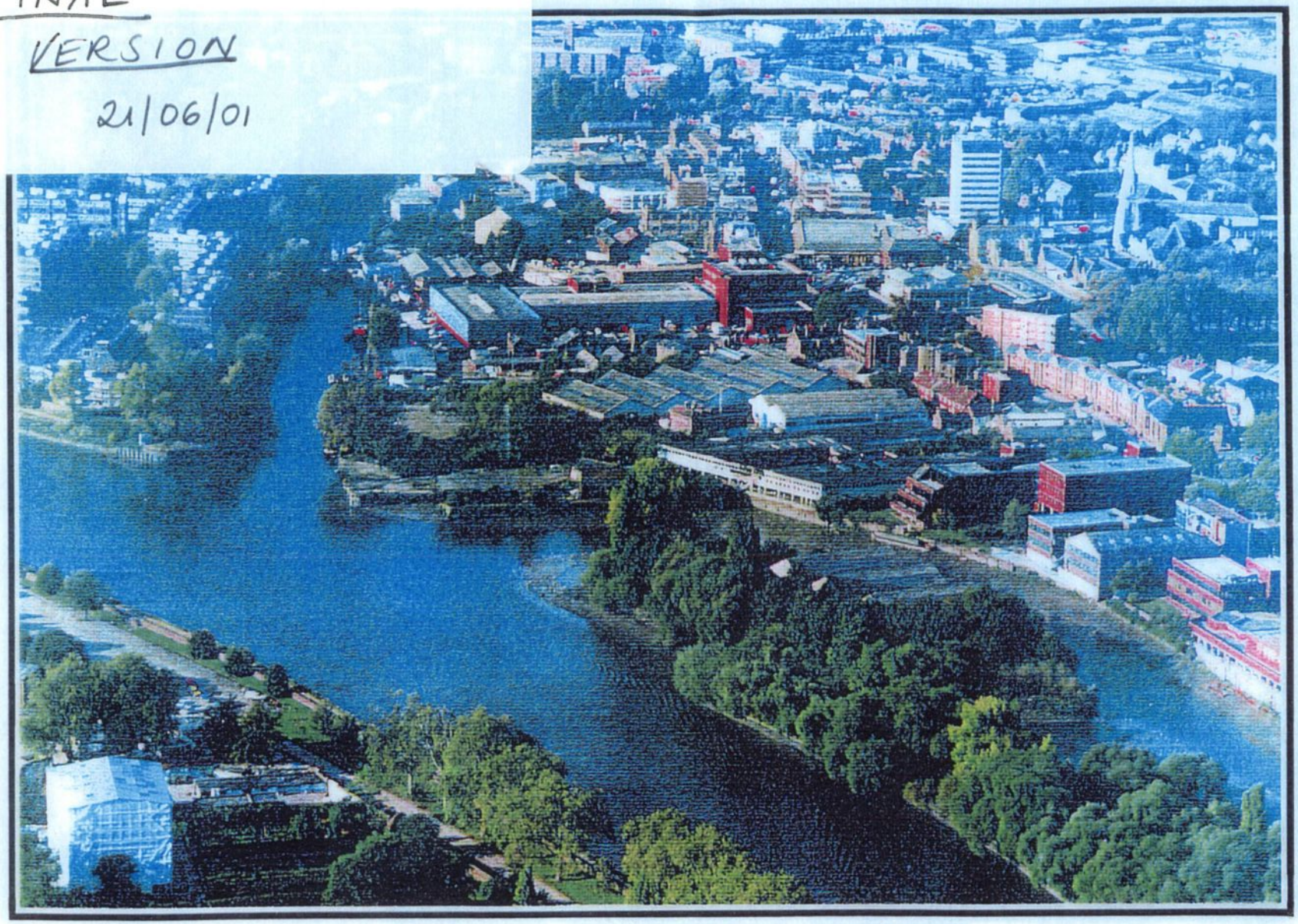

BRENTFORD

Ferry Quays Waterspace Strategy

British Waterways

The River's Tale

Twenty bridges from Tower to Kew
Wanted to know what the River knew,
For they were young and the Thames was old,
And this is the tale the River told; ·

"I walk my beat before London Town
Five hours up and seven down.
Up I go till I end my run
At Tide-end-town which is Teddington.
Down I come with the mud in my hands
And plaster it over the Maplin Sands.
But I'd have you know that these waters of mine
Were once a branch of the River Rhine,
When hundreds of miles to the East I went
And England was joined to the Continent.

I remember the bat-winged lizard-birds
The Age of Ice and mammoth herds,
And the giant tigers that stalked them down
Through Regents Park into Camden Town
And I remember like yesterday
The earliest cockney who came my way
When he pushed the forest that lined the Strand
With paint on his face and a club in his hand
He was death to feather and fin and fur,
He trapped my beavers at Westminster.
He netted my salmon, he hunted my deer,
He killed my herons off Lambeth Pier
He fought his neighbour with axes and swords,
Flint or bronze, at my upper fords,
While down at Greenwich, for slaves and tin,
The tall Phoenician stole in,
And North Sea war-boats, painted and gay,
Flashed like dragon-flies Erith way;
And Norseman and Negro and Gaul and Greek
Drank with the Briton in Barking Creek,
And I was a mile across at Kew!
But the Roman came with a heavy hand,
And bridged and roaded and ruled the Land,
And the Roman left and the Danes blew in –
And that's where your history books begin!"

Rudyard Kipling

This Waterspace Strategy document has been prepared by British Waterways, Waterway Environment Services. It was commissioned by the Developers of the Ferry Quays scheme and British Waterways London in order to address the requirements of the Section 106 Agreement dated 2/7/1999 in connection with outline Planning Consent Ref: 11/1721 and the Ferry Lane, Brentford Development.

The terms and requirements of the Section 106 Agreement encompass the following:

- Meeting objectives identified within the Ecological Management Plan (as provided by CPM).
- Set out a strategy for use of waterside areas and consider environmental impact.
- Facilitate use of river and canal.
- Enhance the environmental setting of the river and canal.
- Provision of moorings for
- Long term
- Short term
- Visitor and trade boats.
- Services and security for moorings.
- Management of craft.
- Boat movements
- Pedestrian movements
- New waterside structures, e.g. bridges, boat services, bollards, etc.
- Work to river and canalside walls.
- Phasing and timetable for implementation relative to phases I, II and III.*
- Breakdown of funding.*
- Organisation responsible for implementation for each proposal.*

NB Items marked * will be dealt with under separate cover.

Brentford is the entry point from the River Thames into the Grand Union Canal providing access to British Waterways 2000 mile network of Inland Waterways.

The length of canal side between the River Thames and Brentford High Street, known as Brentford Waterfront, is recognised as an area of enormous regeneration and recreational opportunity.

British Waterways believes that the Brentford Waterfront and associated waterspaces have a key role to play in unlocking the potential of Brentford, creating an ambience and vibrancy, which brings life back into the Town Centre.

This document focuses on the Ferry Quays Development site at the very point of entry to Brentford Waterfront from the River Thames. It provides a strategy for the use of the water spaces as part of an integrated approach with the development of the waterside land.

British Waterways

JUNE 2001

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Introduction

British Waterways manages and cares for some 2000 miles of canals and inland waterways throughout England, Scotland and Wales.

In the London Region an 80 mile waterway network connects the Rivers Lee and Stort from Hertford and Bishop's Stortford to London's East End where it joins the Regent's Canal at Limehouse and links with the River Thames and London's Docklands.

The Regent's Canal passes right through the heart of London to the Paddington Arm of the Grand Union Canal. At Bull's Bridge junction the Grand Union Canal runs north to Birmingham and beyond, and south to Brentford and rejoins the River Thames via a network of wharves, docks, creeks and islands where boat building and other boat related activities have taken place for hundreds of years.

British Waterways believes that its waterways have the potential to act as a catalyst for a wide range of economic and environmental regeneration initiatives. Their value as safe, ecologically valuable, green corridors has long been known but they also offer scope for significant urban renewal, with the ability to support business developments and leisure and tourism activity.

Brentford Waterfront has been identified by British Waterways and developers as an area of great regeneration potential, suitable for both commercial and residential development incorporating public areas, open spaces and leisure provision.

British Waterways therefore has a key role to play in the regeneration of Brentford Waterspace helping it to become a major destination for boaters and other visitors as part of the revitalisation of Brentford.

Vision for Brentford

Specific objectives in relation to Brentford Waterfront are:

- To contribute to the regeneration and revitalisation of Brentford as a place to live, work and visit, by developing the area's unique waterside potential.
- To raise the whole profile of Brentford Waterfront area as a major destination for boaters and other leisure interests taking advantage of its strategic location.
- To establish waterborne public transport routes, by ferry and water bus, contributing to an integrated transport plan linking Brentford to destinations such as Syon Park, Kew Gardens, Richmond and into Westminster, central London and the City beyond.
- To create improved "access for all" around the waterside areas, including links to the Thames Path, and to develop strong links with Brentford Town centre to encourage people into the area.
- To animate the waterspace by providing a variety of high quality moorings and water based activities, for example, trip boats, floating classrooms, business barges, historic craft, hotel boats and public art to achieve a vibrant, active and interesting environment.
- To increase the areas of useable waterspace.
- To introduce within what must be a modern commercially viable development, something of the 200 year social, engineering, transport and structural history of the inland waterway network.
- To ensure high quality maintenance and sustainability of the Brentford area for future generations to enjoy.

Waterspace Strategy

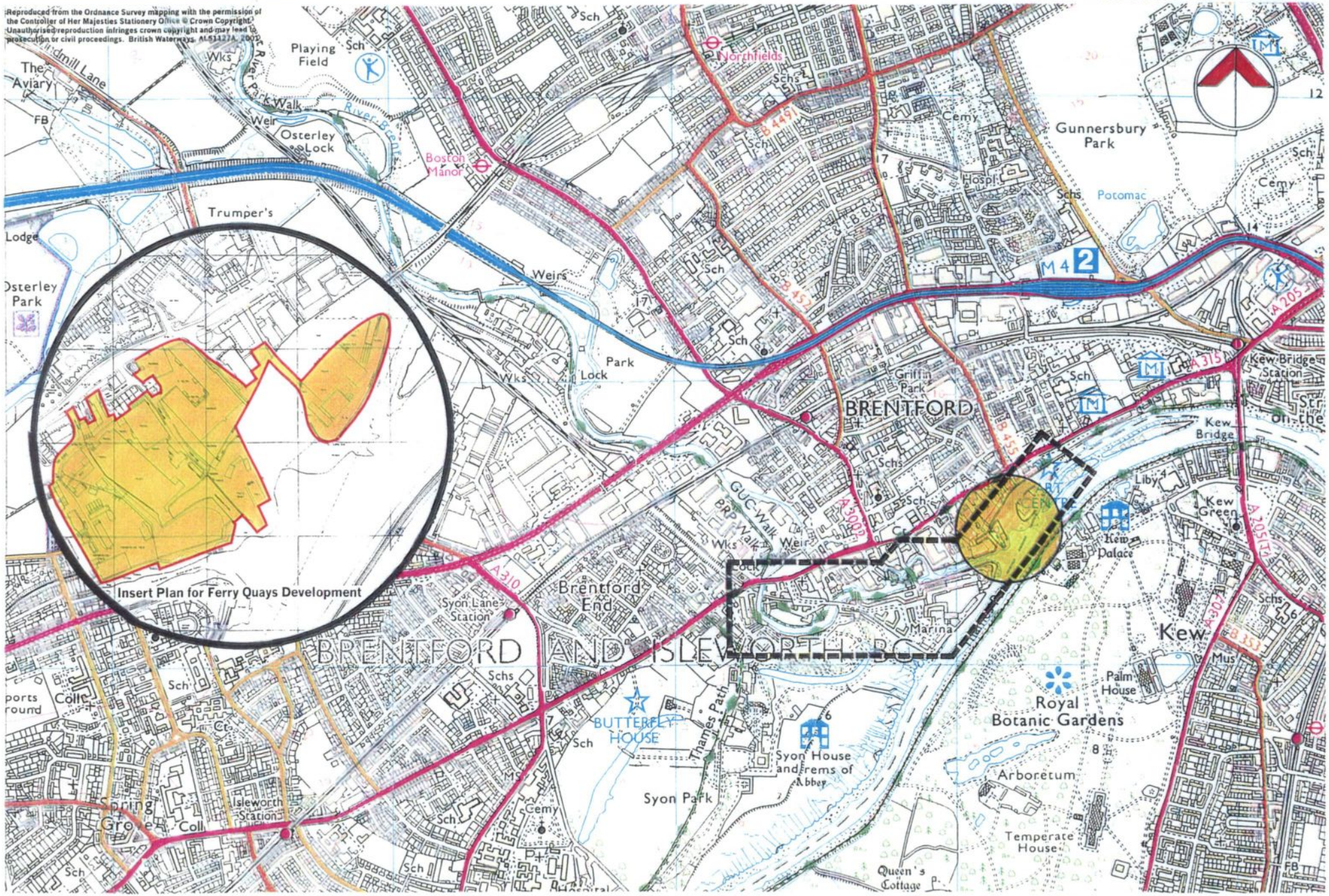
The Waterspace Strategy sets out aims and objectives for the use of the water body taking into account its locational, environmental and heritage context and its interaction with the waterside land. It presents a design ethos for the external spaces, together with suggested design details and products where appropriate.

The Waterspace Strategy aims to:-

- Inform the development teams by identifying potential uses for the waterspace and to identify the land based implications of such uses.
- Explore the options and identify a balanced mix of mutually supporting uses based on British Waterways leisure experience at similar locations elsewhere in the country.
- Provide a purpose-made strategy that is flexible enough to accommodate changes in the land based development brief but creating a base level solution that ensures life and vitality to the waterspace and surrounding public areas. The strategy explores concepts and inter-relationships, it is not a 'tablets of stone' design solution.
- Reveal the added value of the waterspace, not just as a visual backdrop to the surrounding development, but a leisure resource and facility in its own right.

The plan opposite identifies the Ferry Quays development site in the context of Brentford Waterfront and the wider environment.

LOCATION PLAN



This document, although focussing on the Ferry Quays development site, has been prepared within the wider context of a Waterspace Strategy for Brentford Waterfront. This wider context is summarised in the Appendix. It refers to the Ferry Quays development site and adjoining water spaces including Lots Ait, Soaphouse Creek, the River Thames and Grand Union Canal from the boundary of the adjoining 'Heidelberg' site.

A survey, analysis and summary of recommendations has been prepared and presented in the context of two zones related to their distinct characteristics and the associated issues. Zone 1 encompasses Soaphouse Creek, Grand Union Canal and adjoining waterside areas. Zone 2 refers to the Lots Ait area, the River Thames inter-tidal zone and the relationship with the Ferry Wharf promontory.

Proposals for the development of the Ferry Quays site are illustrated and considered with recommendations made to integrate the waterspaces and adjoining land.

Design principles and solutions are outlined and suggestions for the management of the waterspace proposed.

Soaphouse Creek, Grand Union Canal and Ferry Wharf

Character assessment

Soaphouse Creek is a small tidal inlet on the north shore of the River Thames. At present the creek is home to a number of rotting hulks which present an image of dereliction. However, the overhanging scrub vegetation and natural base of mud, provides a range of habitats for flora and invertebrate fauna.

At present the entrance to the Grand Union Canal presents an intimidating environment, especially at low tide, due to the high, sheet steel piling, to which there are a number of existing unauthorised moorings. The Ferry Wharf promontory, as the name suggests, on the east side of Soaphouse Creek, historically provided the ferry crossing to Kew, however, this service no longer exists.

Issues:

- It is proposed that Soaphouse Creek will become the heart of the Ferry Lane development. This will require the impoundment of the tide to create an attractive mooring basin, which will result in the loss of inter-tidal habitat.

Design principles & solutions:

Landscape

- Enlargement of Soaphouse Creek to act as focus for proposed Ferry Lane development.
- Proposed introduction of rise and fall moorings in order to accommodate residential and visitor moorings.
- Entrance markers to identify the Grand Union Canal and 'Gateway' to the Inland Waterway system.
- Ferry Lane water bus stop.
- Proposed tree planting to new riverside walk to include preservation of existing mature Black Poplar.

Ecology

- To conserve existing features of ecological interest and create new ones where appropriate.
- Install lattice timber fendering on the walls of Soaphouse Creek, as recommended by the Environment Agency in *Partnership in Planning*, their riverbank design guidance for the Tidal Thames. Lattice timber fendering allows the build up of silt which enables establishment of vegetation and provides a habitat for invertebrates.
- Enlarge and enhance the tidal inlet to the north east of Soaphouse Creek as mitigation for the loss of inter-tidal habitat within Soaphouse Creek.

Lots Ait / the intertidal area

Character assessment

Lots Ait is a small island in the River Thames, joined at low tide to the Brentford bank of the Thames and the larger Brentford Ait. Beside the derelict buildings associated with a disused dock, the island is dominated by scrub –including Elder, Sycamore, Buddleia and Willows– and tall herbs, such as Cow Parsley, Common Nettle, Mugwort, Cleavers and Broad-leaved Dock.

The area between Lots Ait and the Brentford waterfront represents the largest area of inter-tidal mud habitat in the upper Thames. The mud has a rich invertebrate fauna and therefore provides an important feeding ground for birds, including Black-headed and Lesser Black-backed Gulls, waders on passage and, in the winter months, small flocks of Wigeon and Teal (for which the tidal Thames is a nationally important refuge in the winter). Cormorants and Grey Herons are attracted to feed on the abundant fish populations in the area.

The small tidal inlet to the north east of Soaphouse Creek has been identified as an important habitat for the rare Two-lipped Door Snail, which is closely associated with the 'strandline' zone around high water mark.

Key issues:

- Some of the birds which use the intertidal area for feeding and roosting, most notably Wigeon and Teal, are sensitive to human disturbance.
- The need to conserve the habitat of the Two-lipped Door Snail.

Design principles & solutions:

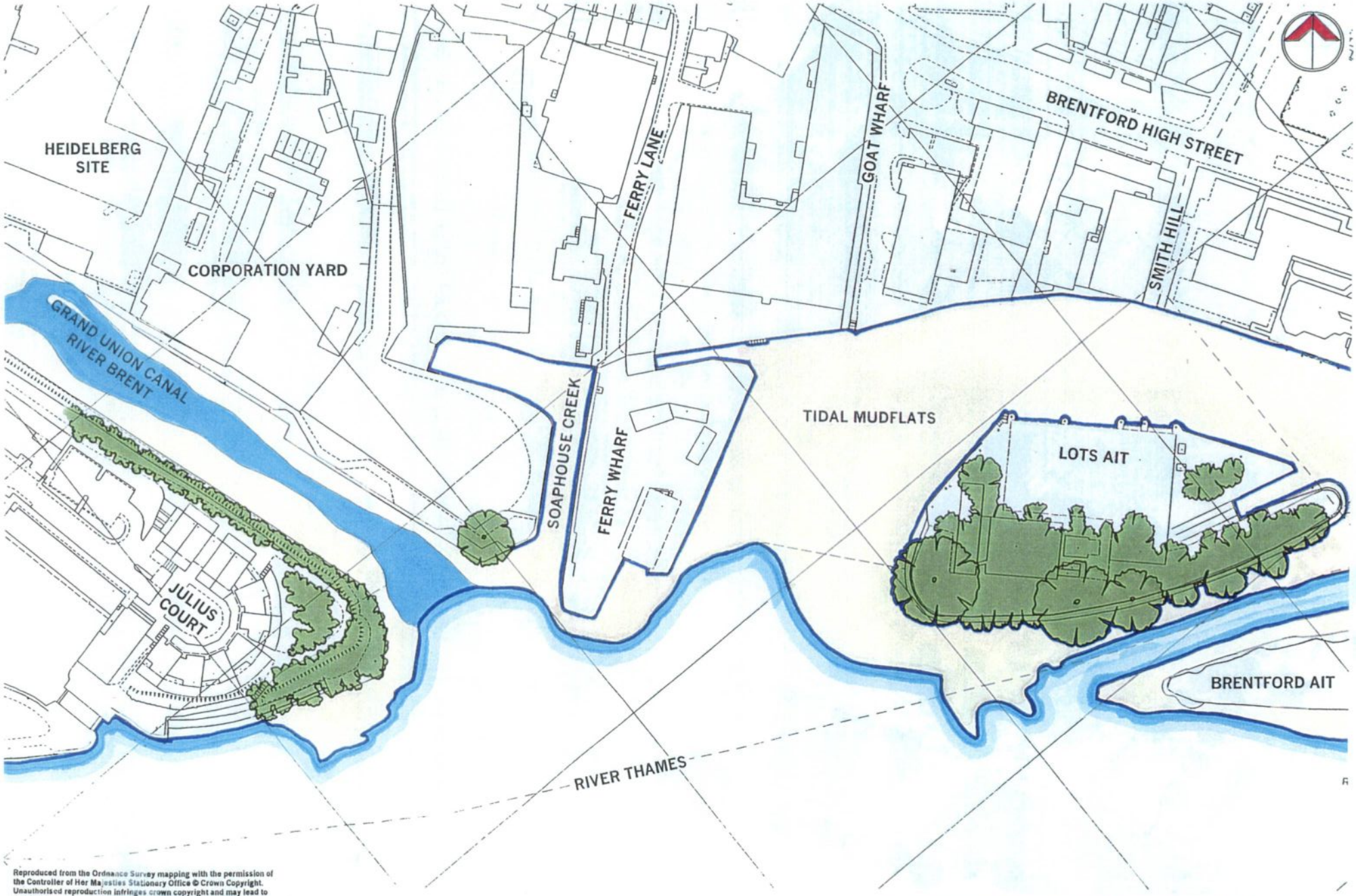
Landscape

- Develop Ferry Wharf as a destination point.
- Access points developed between Brentford High Street and the Thames Tideway e.g. Goat Wharf.
- Proposed 'screen' with viewing points.

Ecology

- Enlargement of inter tidal inlet to the north east of Soaphouse Creek, enhancing the strandline zone by creating some graded margins of natural substrate.
- Disturbance to wildlife minimised by limiting access to the east with appropriate screening incorporated into the design of the building.
- Native tree and shrub planting on Lots Ait with associated management for habitat creation.

SURVEY PLAN



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HOTEL
BUILDING B
BUILDING C
BUILDING E
BUILDING J
BUILDING G
BUILDING H2
BUILDING H1
BUILDING J
BUILDING K
PLAZA
SOAPHOUSE CREEK
ACTIVITY ZONE
Bridge with restricted access to lots AIT
Riverside walkway
Screen planting
Intertidal inlet
Lots AIT
LOCATION FOR PUBLIC ART
Lock gates
Extent of waterspace strategy and riverside walkway

The plan illustrates the full extent of the Ferry Quays development proposals

Artist's Impression - View towards Soaphouse Creek and Plaza from riverside walkway

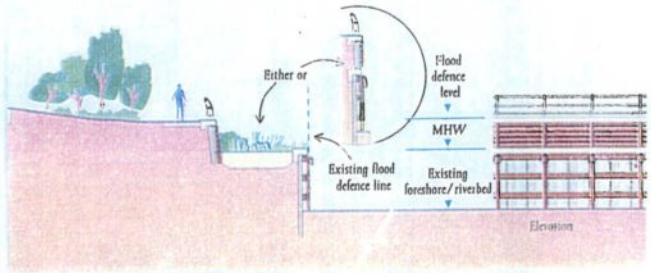
Soaphouse Creek/Grand Union Canal Waterfront and Ferry Wharf

Landscape

- **To create a high quality well detailed landscape** consistent with the historical character of the site and its status as the London 'gateway' to the Grand Union Canal.
- **To strengthen the identity of the Ferry Quays and Soaphouse Creek site** using materials and details that relate to its original function and the reuse of existing materials where possible.
- **The cohesion of quality and design of proposed buildings and spaces** within the site through spatial links and consistency of detailing and materials.
- **To use simple and robust details and street furniture** in keeping with the historic function and scale of the site, but with a desire to create a development of our time.
- **To unify all landscape features** e.g. Existing coping stones and granite setts (to be reclaimed), paving, edging, lighting, street furniture, planting, waterside safety etc.
- **To provide and maintain public access routes** around the site for pedestrians and cyclists with a primary route for disabled persons.
- **For Soaphouse Creek to become a valuable area of public open space** at the heart of the Ferry Quays development, with pedestrian and ferry routes linking this new residential area to the town centre and Kew Gardens across the River.
- **To create a low maintenance environment** with minimal opportunities for crime and vandalism.

Ecology

- To retain a degree of tidal flow at Soaphouse Creek via overtopping of lock gates at high water.
- To install lattice timber fendering on vertical sheet piled walls, lock gate section 6 to end section 12 and above 2.70m in Soaphouse Creek (see plan, page 15), as recommended by the Environment Agency in *Partnership in Planning*, their riverbank design guidance for the Tidal Thames. Lattice timber fendering allows the build up of silt which enables establishment of vegetation and provides a habitat for some invertebrates.



LATTICE TIMBER ON EXISTING OR NEW SHEET PILE FLOOD DEFENCES WITH ASSOCIATED HABITAT

(Section courtesy of the Environment Agency 'Partnership in Planning)

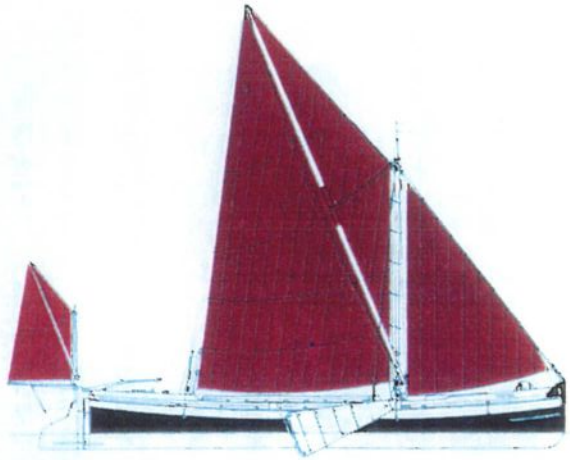
- Enlarge and enhance the tidal inlet to the north-east of Soaphouse Creek as mitigation for the loss of intertidal habitat within Soaphouse Creek.

Grand Union Canal Waterfront

British Waterways would wish to see fully serviced, high quality moorings on rise and fall floating pontoons along the length of the Grand Union Canal Waterfront. These moorings should be properly managed to ensure that appropriate boats are in good repair and meeting all the safety standards and licensing conditions.

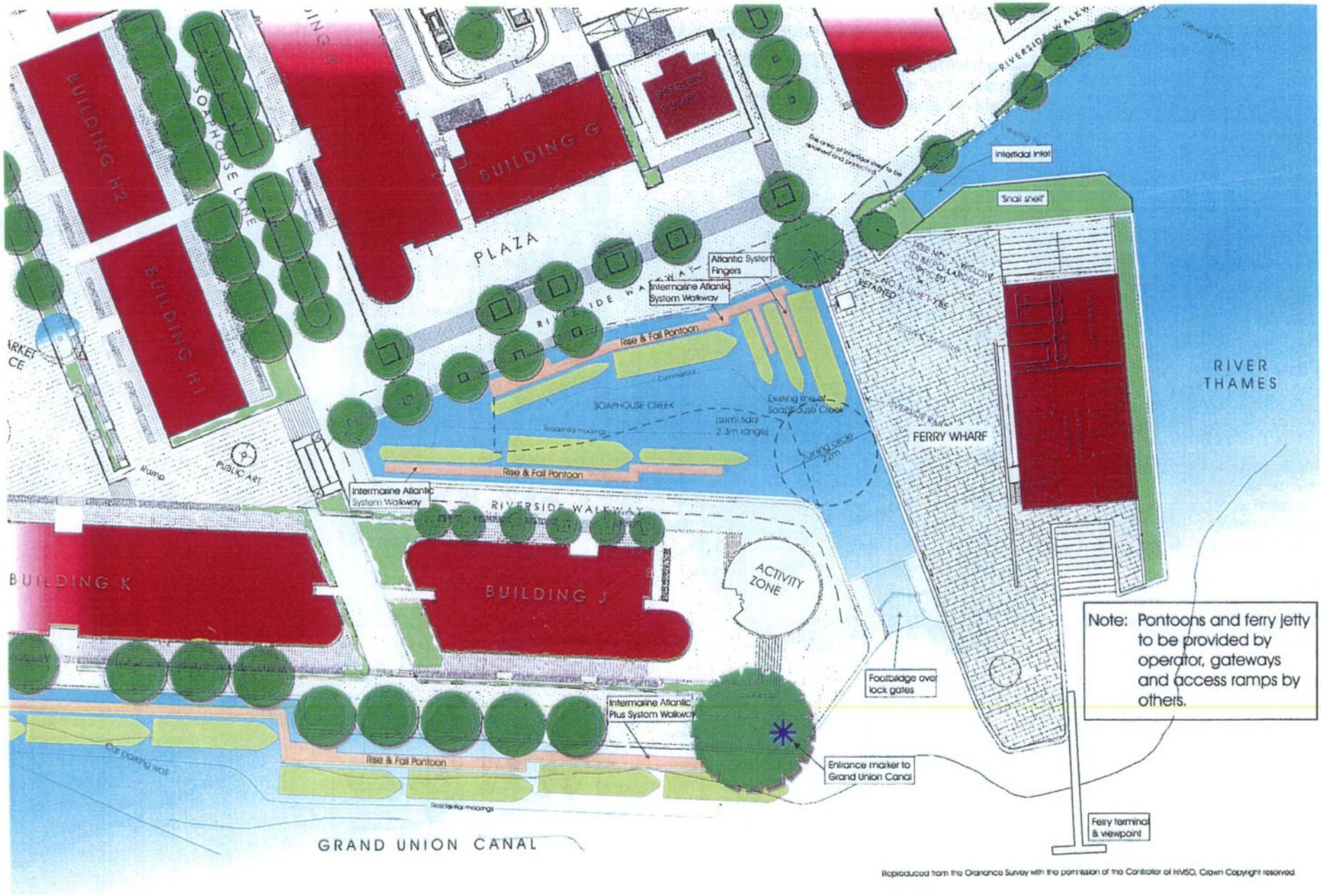
Soaphouse Creek Waterspace

The enlargement of Soaphouse Creek Waterspace enables a number of mooring opportunities. For example, it could be a location where traditional Thames and Canal sailing barges could be based. In particular, the sailing craft known as Stumpie Barges have a very interesting history associated with this area and are very attractive and colourful (see illustration). British Waterways envisage that a group of Stumpie Barges could be a visitor attraction and add enormous interest and value. Stumpie Barges at Soaphouse Creek could be used for trip boats, art galleries, conference and business facilities, floating classrooms and other appropriate uses set within a traditional context.



The Stumpie Barge

Of added value maybe the associated use of local boatyards facilities as a location for renovating and modifying such barges for present day use, thereby helping to revitalise local boat building activity.



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Lots Ait and Inter-tidal Area

Ferry Wharf enjoys unrivalled views overlooking the Thames Tideway, Kew Gardens and Lots Ait. It is intended that the proposed building, located on Ferry point, will take full advantage of the views that are offered.

The proposal that Soaphouse Creek will become the heart of the Ferry Quays development will result in the loss of habitat that is dependant on the inter-tidal mud, due to the retained water level of the basin. It is proposed to mitigate this loss of habitat by enlargement of the tidal inlet to the north east of Soaphouse Creek and so enhancing the strandline zone by creating graded margins of natural substrate together with the cutting back of the wharf wall along the northern edge. This will create an inter-tidal shelf which is to be planted and colonised with reed fringe and other native species.

Riverside Screen

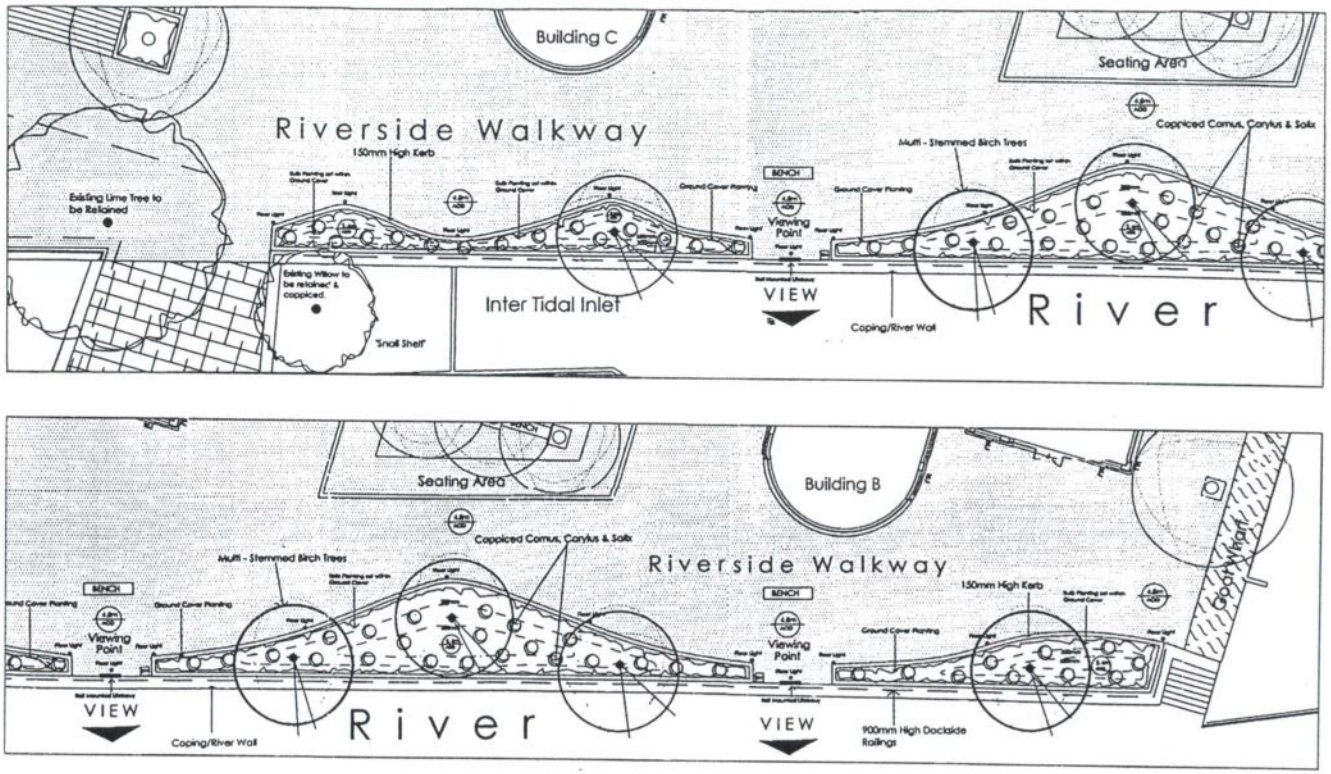
The 'screen' is required to address the concerns raised by the London Ecology Unit (now incorporated into the Greater London Authority) over disturbance to birds feeding/roosting in the inter-tidal mudflat.

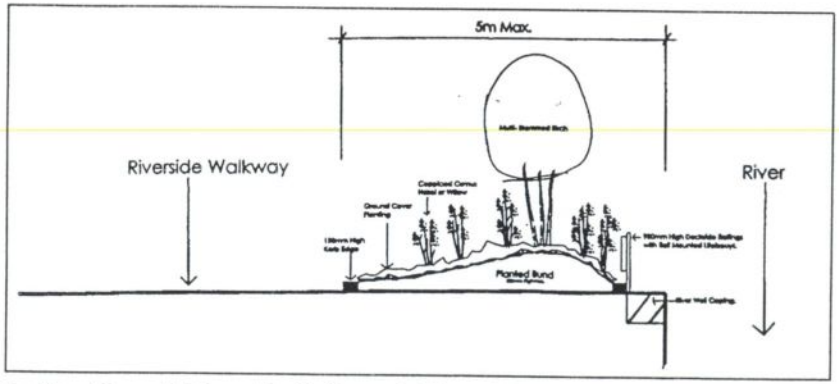
The 'screen' will consist of gentle mounding and native tree planting. There will be a number of small breaks in the screen so as to access the river wall.

River Walls

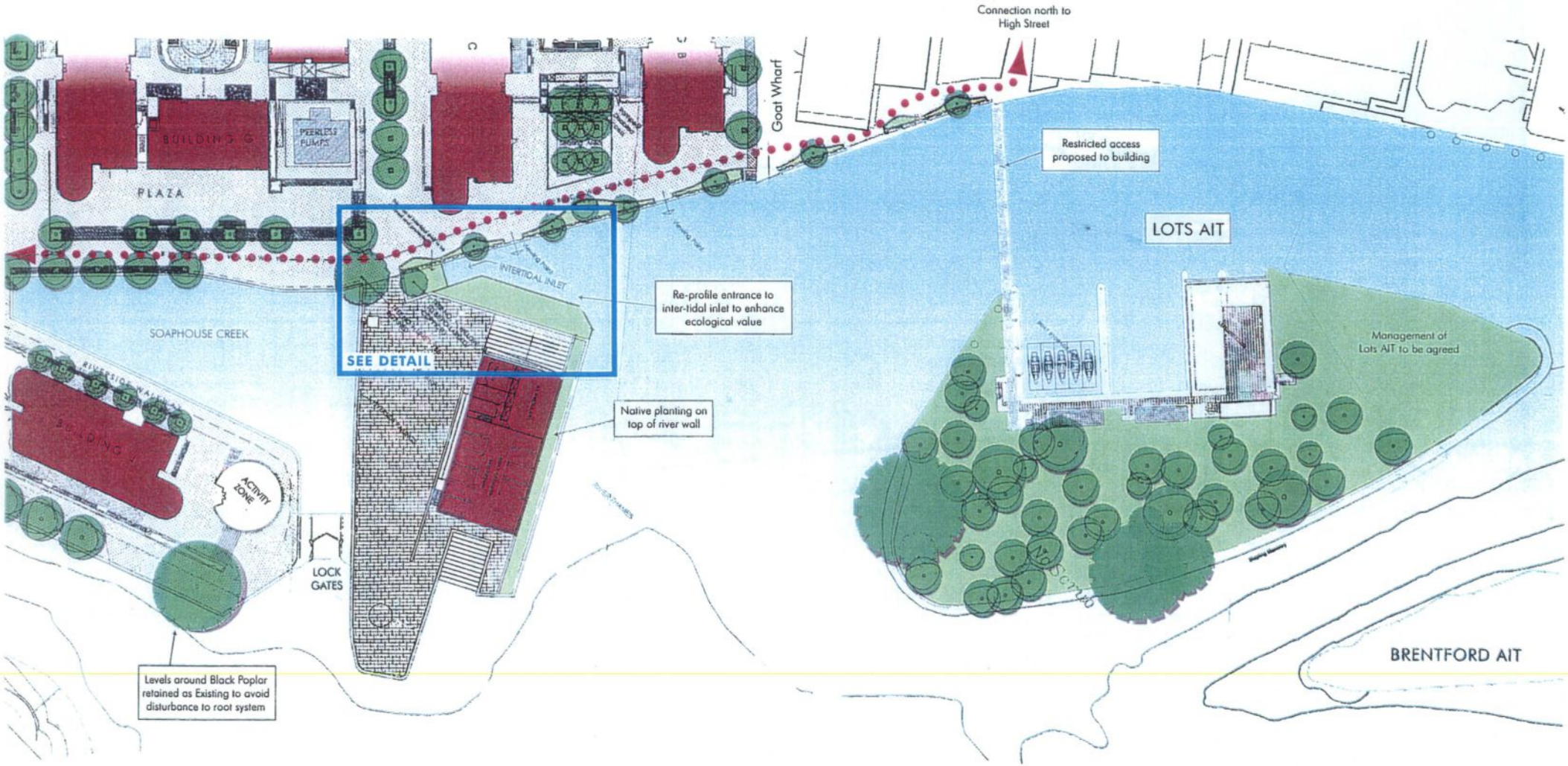
A Plan and Schedule on Page 15 describes the existing and proposed wall construction.

RIVERSIDE WALKWAY SCREEN





Section Through Riverside Walkway & Planted Bund



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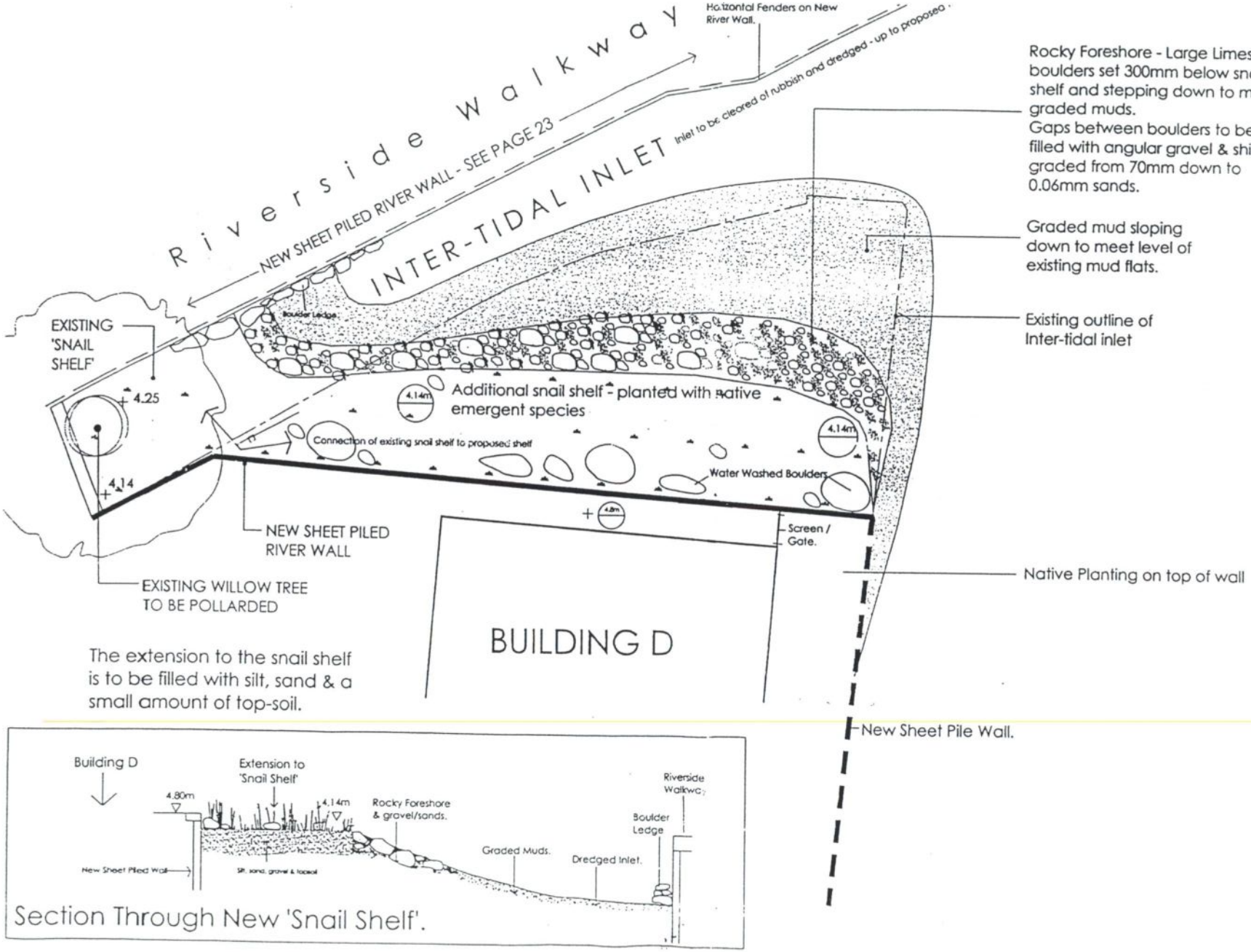
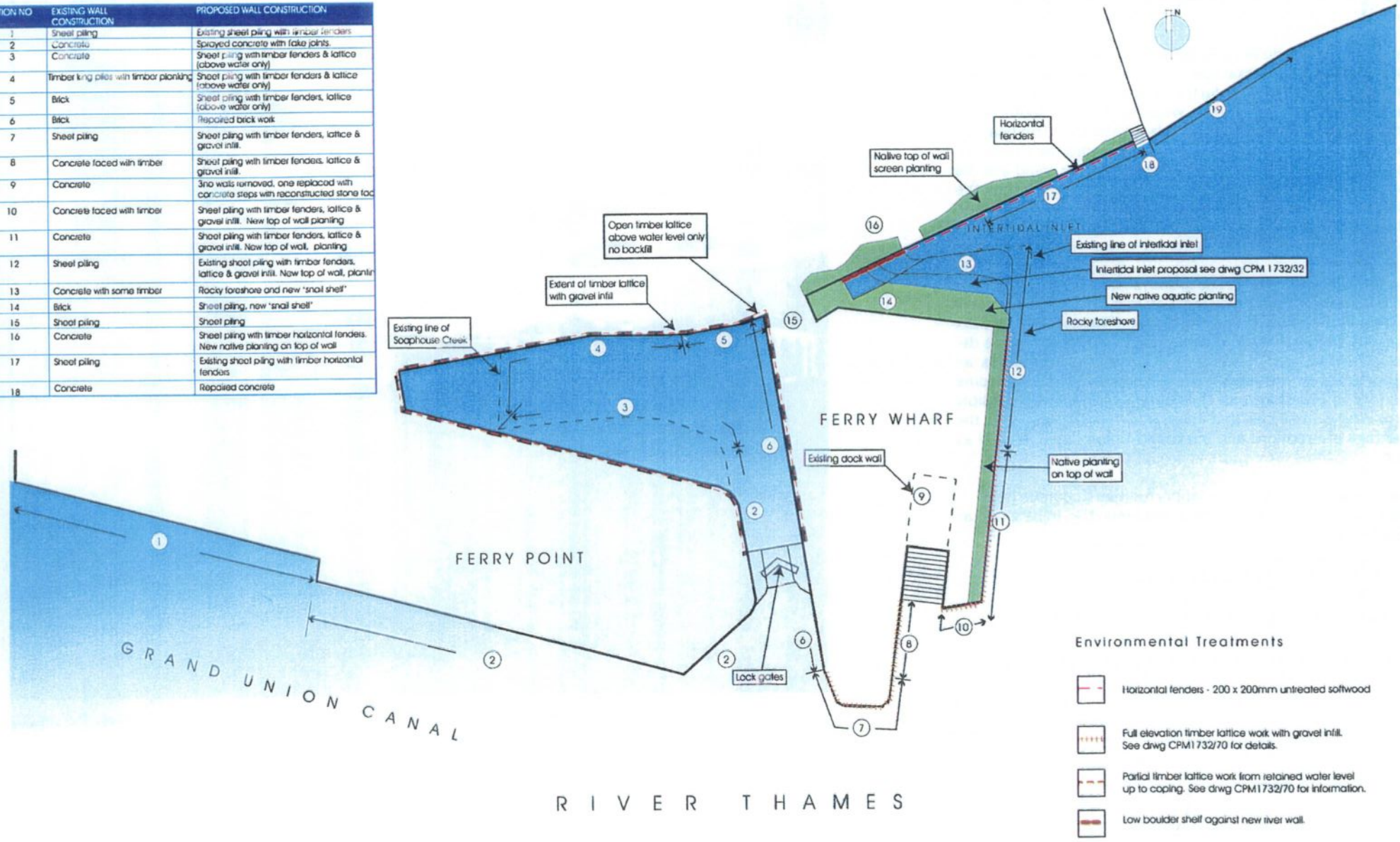

Riverside Walkway
NEW SHEET PILED RIVER WALL - SEE PAGE 23
Horizontal Fenders on New River Wall.
INTER-TIDAL INLET
Inlet to be cleared of rubbish and dredged - up to proposed
N
Rocky Foreshore - Large Limestone boulders set 300mm below snail shelf and stepping down to meet graded muds.
Gaps between boulders to be filled with angular gravel & shingle graded from 70mm down to 0.06mm sands.
Graded mud sloping down to meet level of existing mud flats.
Existing outline of Inter-tidal inlet
EXISTING 'SNAIL SHELF'
Boulder Ledge
4.25
4.14m
Additional snail shelf - planted with native emergent species
Connection of existing snail shelf to proposed shelf
4.14m
4.14
Water Washed Boulders
NEW SHEET PILED RIVER WALL
Screen / Gate.
Native Planting on top of wall
EXISTING WILLOW TREE TO BE POLLARDED
BUILDING D
The extension to the snail shelf is to be filled with silt, sand & a small amount of top-soil.
New Sheet Pile Wall.
Building D
Extension to 'Snail Shelf'
4.80m
4.14m
Rocky Foreshore & gravel/sands.
Riverside Walkway
Boulder Ledge
Graded Muds.
Dredged Inlet.
New Sheet Piled Wall
Section Through New 'Snail Shelf'.

SECTION NO	EXISTING WALL CONSTRUCTION	PROPOSED WALL CONSTRUCTION
1	Sheet piling	Existing sheet piling with timber fenders
2	Concrete	Sprayed concrete with fake joints.
3	Concrete	Sheet piling with timber fenders & lattice (above water only)
4	Timber king piles with timber planking	Sheet piling with timber fenders & lattice (above water only)
5	Brick	Sheet piling with timber fenders, lattice (above water only)
6	Brick	Repaired brick work
7	Sheet piling	Sheet piling with timber fenders, lattice & gravel infill.
8	Concrete faced with timber	Sheet piling with timber fenders, lattice & gravel infill.
9	Concrete	3no walls removed, one replaced with concrete steps with reconstructed stone fac
10	Concrete faced with timber	Sheet piling with timber fenders, lattice & gravel infill. New top of wall planting
11	Concrete	Sheet piling with timber fenders, lattice & gravel infill. New top of wall, planting
12	Sheet piling	Existing sheet piling with timber fenders, lattice & gravel infill. New top of wall, plantir
13	Concrete with some timber	Rocky foreshore and new 'snail shell'
14	Brick	Sheet piling, new 'snail shell'
15	Sheet piling	Sheet piling
16	Concrete	Sheet piling with timber horizontal fenders. New native planting on top of wall
17	Sheet piling	Existing sheet piling with timber horizontal fenders
18	Concrete	Repaired concrete


N
Horizontal fenders
Native top of wall screen planting
Open timber lattice above water level only no backfill
Extent of timber lattice with gravel infill
Existing line of Soaphouse Creek
INTERTIDAL INLET
Existing line of intertidal inlet
Intertidal inlet proposal see drwg CPM 1732/32
New native aquatic planting
Rocky foreshore
FERRY WHARF
Existing dock wall
Native planting on top of wall
FERRY POINT
GRAND UNION CANAL
Lock gates
RIVER THAMES
Environmental Treatments
Horizontal fenders - 200 x 200mm untreated softwood
Full elevation timber lattice work with gravel infill. See drwg CPM1732/70 for details.
Partial timber lattice work from retained water level up to coping. See drwg CPM1732/70 for information.
Low boulder shelf against new river wall.

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Tourism and Leisure Potential and Partnership Opportunities

Opportunities could be taken to develop links with nearby tourist destinations. For example, locally to Kew Gardens, Syon Park and Richmond, and further afield to London's other waterside destinations such as Westminster, the South Bank, the London Eye and the Docklands. Water bus/Trip boat operations could also be developed further into the Grand Union Canal from these riverside locations. They could link the new and proposed waterside developments within the Brentford area, also visiting such features as the historic Hanwell flight of locks, Osterley and the inland waterway network beyond.

British Waterways would like to see full advantage being taken of this important gateway location into the inland waterway system from its junction with the River Thames. A landmark building is to be provided at Point Wharf as part of the development for public use and activity. This represents an opportunity to provide a multi-purpose facility to welcome visitors to Brentford and the Grand Union Canal - possibly providing a small cafe and information centre relating to the heritage of Brentford and the Grand Union Canal, as well as public facilities for visitors and boat users.

When the site is developed, opportunities to pursue joint ventures in the management of the amenities to be found at Brentford could also be pursued.

River Perspective

DESIGN ETHOS FOR EXTERNAL SPACES

PAVING AND SURFACING

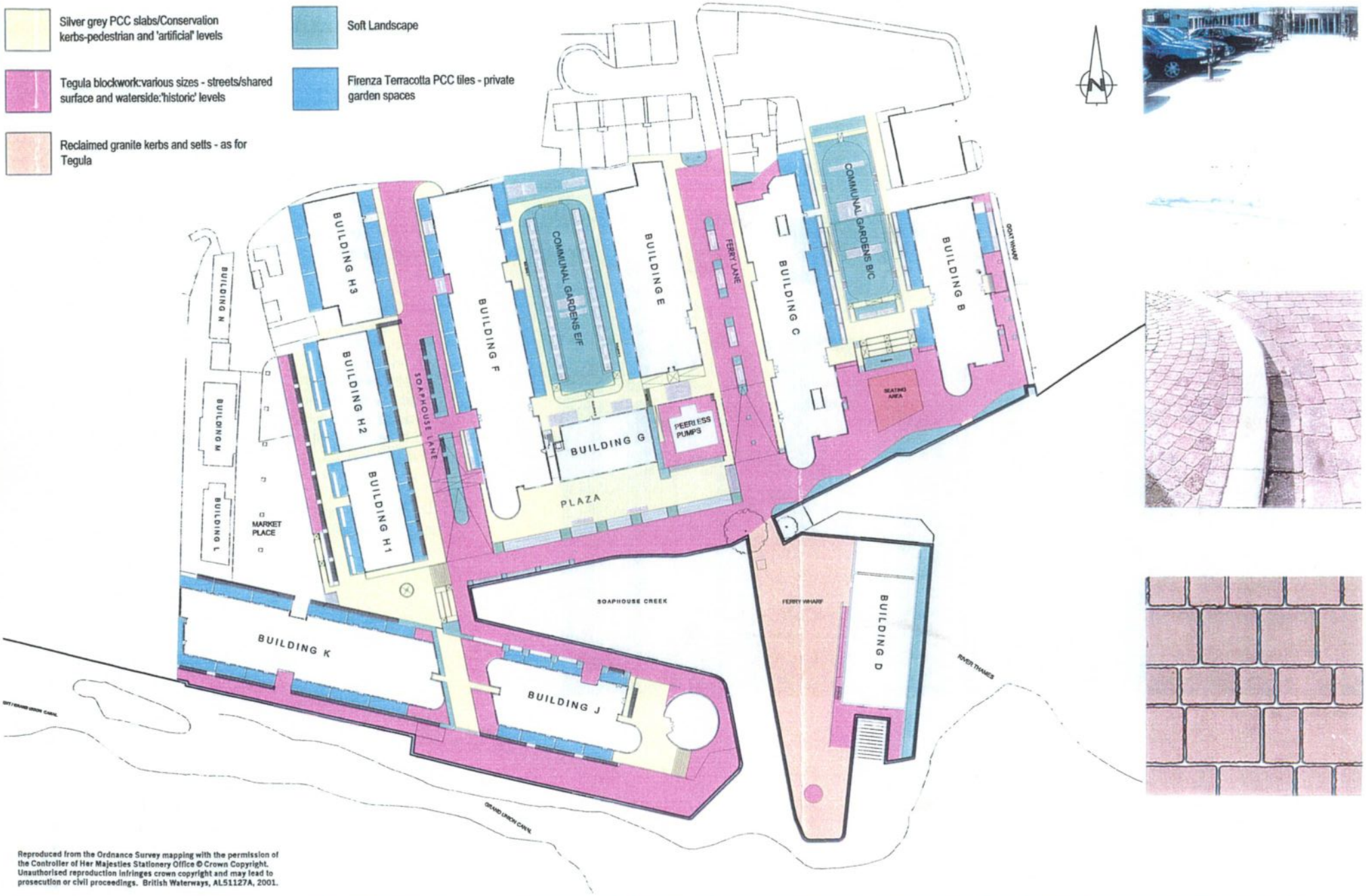
Silver grey PCC slabs/Conservation kerbs-pedestrian and 'artificial' levels

Tegula blockwork:various sizes - streets/shared surface and waterside:'historic' levels

Reclaimed granite kerbs and setts - as for Tegula

Soft Landscape

Firenza Terracotta PCC tiles - private garden spaces



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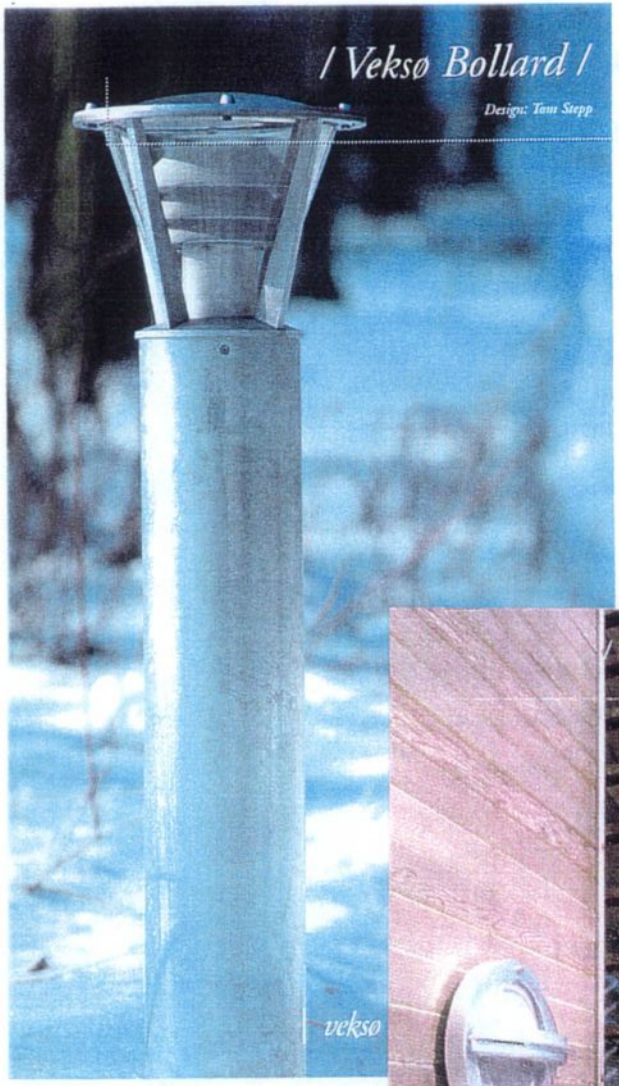
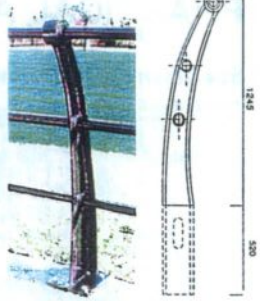

/ Veksø Bollard /
Design: Tanu Stepp
vekso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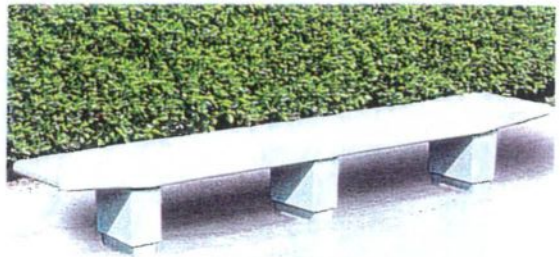

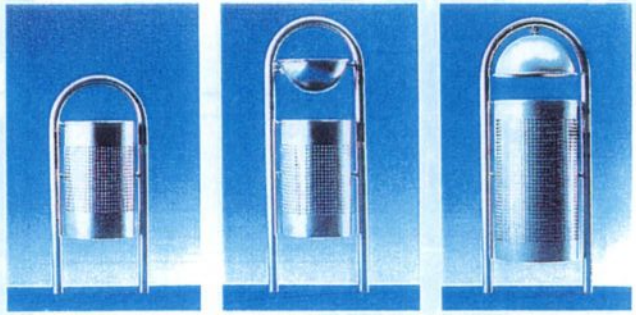

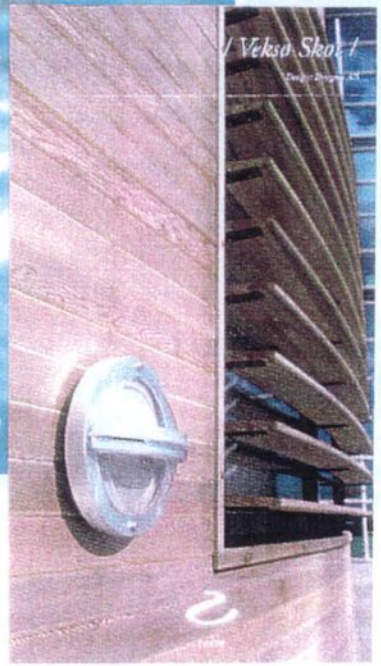
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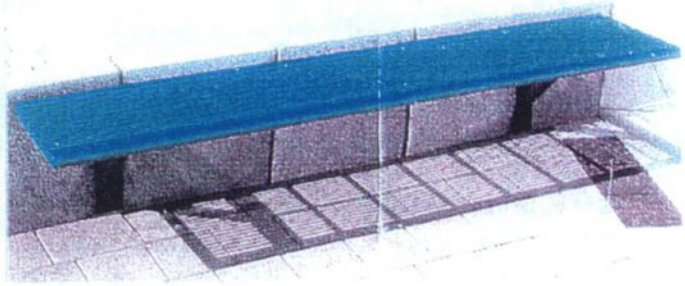


PRINCIPLES:

Tree lined routes to emphasize direction, define the public realm and focus the eye.

Groups of trees providing shade and shelter for the users.

PRACTICAL APPLICATION:

Specimens on Mainland

Himalayan Birch

Ultimate height on site approx : 15m

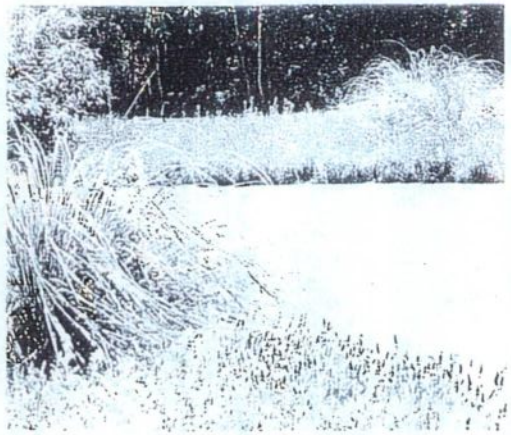
Common Alder

Ultimate height on site approx : 20m

Shrubs on Lots Ait

Willow
Hazel
Dogwood

PRINCIPLES:



Simple palette of ground cover plants to soften the floorscape

White variegated evergreen planting to provide a lush finish.

PRACTICAL APPLICATION: Plants will include

Euonymus Silver Queen

Hebe pinguifolia 'Pagei'

Hedera helix 'glacier'

Vinca minor 'Alba'

Vinca major 'Variegata'

Carex 'Snowline'

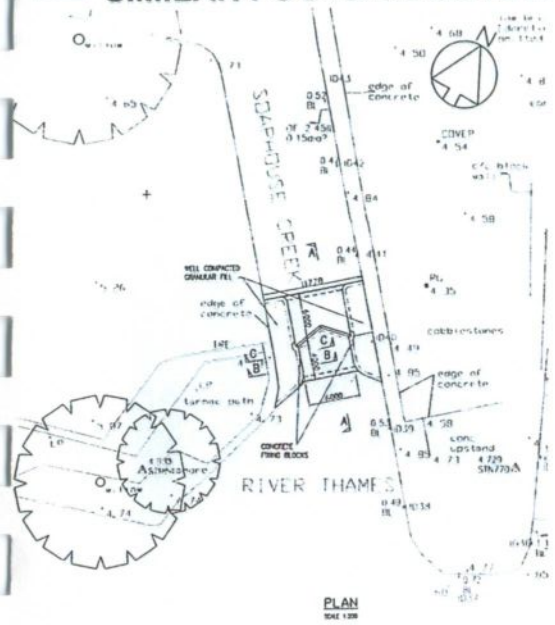
Festuca 'Glauca'

Cordyline australis

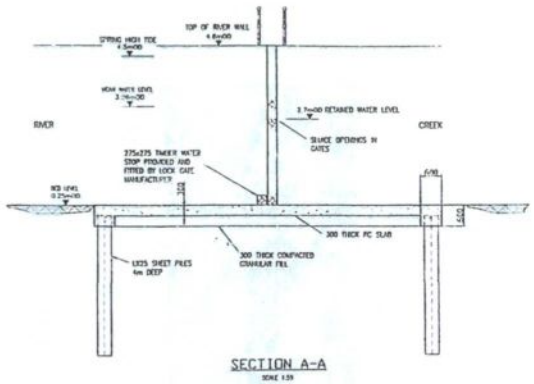
Important Note:

The details shown on these sheets are indicative only and have been produced to give a 'feeling' of what is intended in the final scheme and the style which the designer hopes to achieve through the landscape detailing.

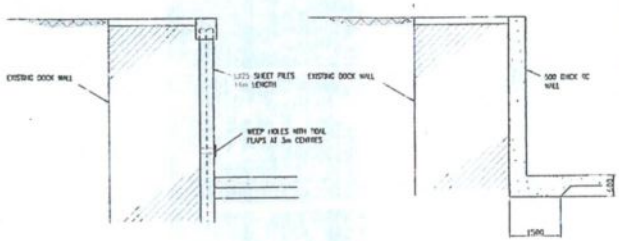
SIMILAR FOOTBRIDGE AND LOCK GATES IN SOAPHOUSE CREEK



PLAN

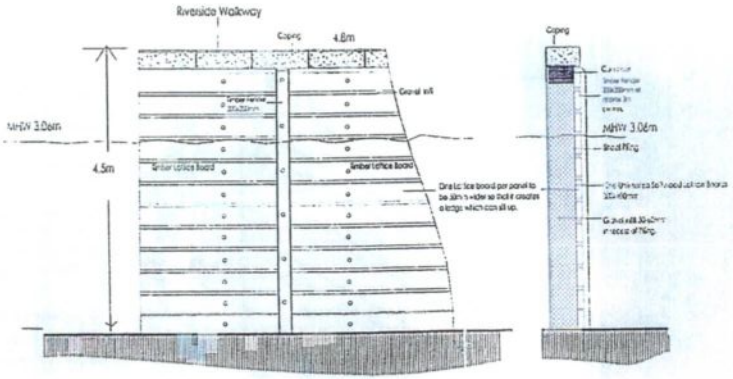


SECTION A-A

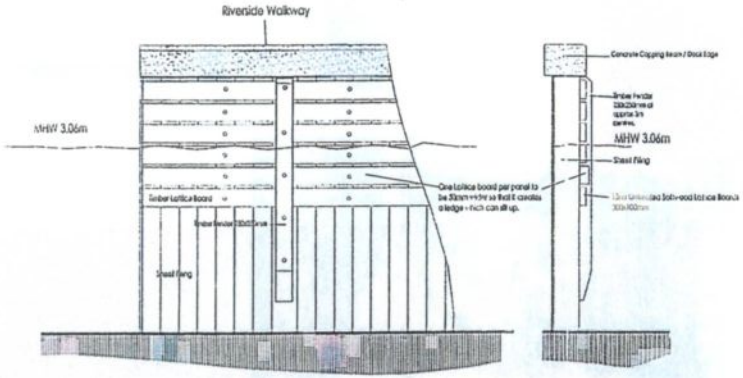


SECTION B-B

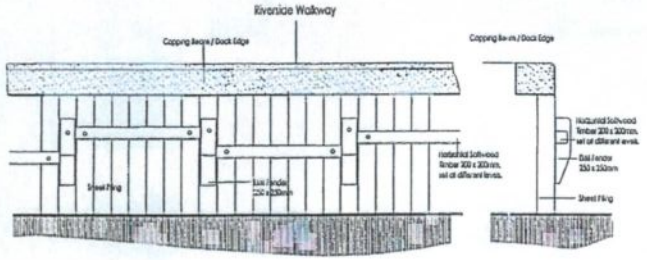
SECTION C-C



Elevation and section of river wall utilising full height of timber lattice

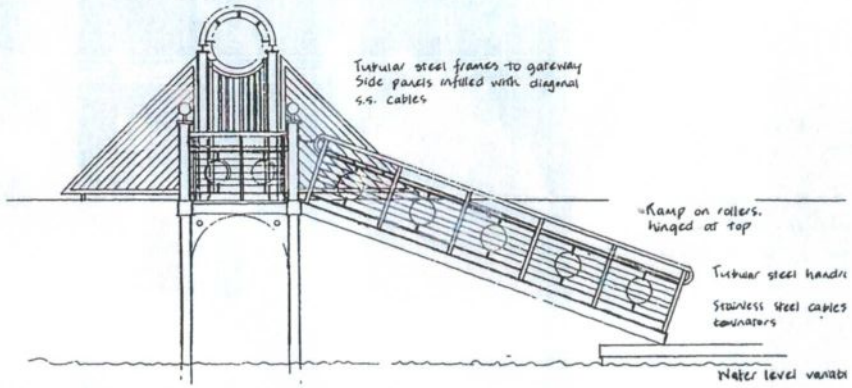


Elevation and section of river wall - Soaphouse Creek

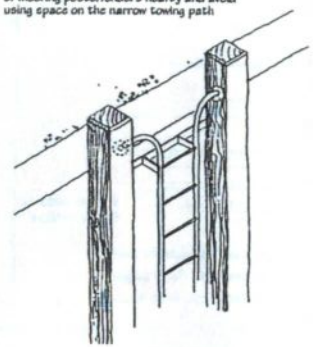


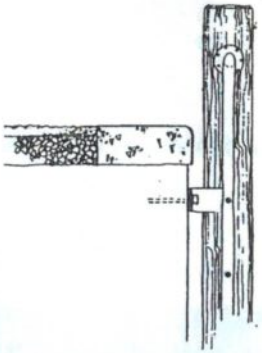
Elevation and section of river wall - Section 16/17

DETAILS OF TIMBER LATTICE TO RIVER WALLS

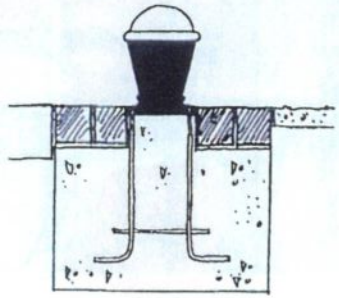


Marina gate and pontoon access by marina operator subject to agreement


large section timbers to give appearance
of mooring posts/fenders nearby and avoid
using space on the narrow towing path



Adaptation of standard escape ladder used on the Limehouse Cut



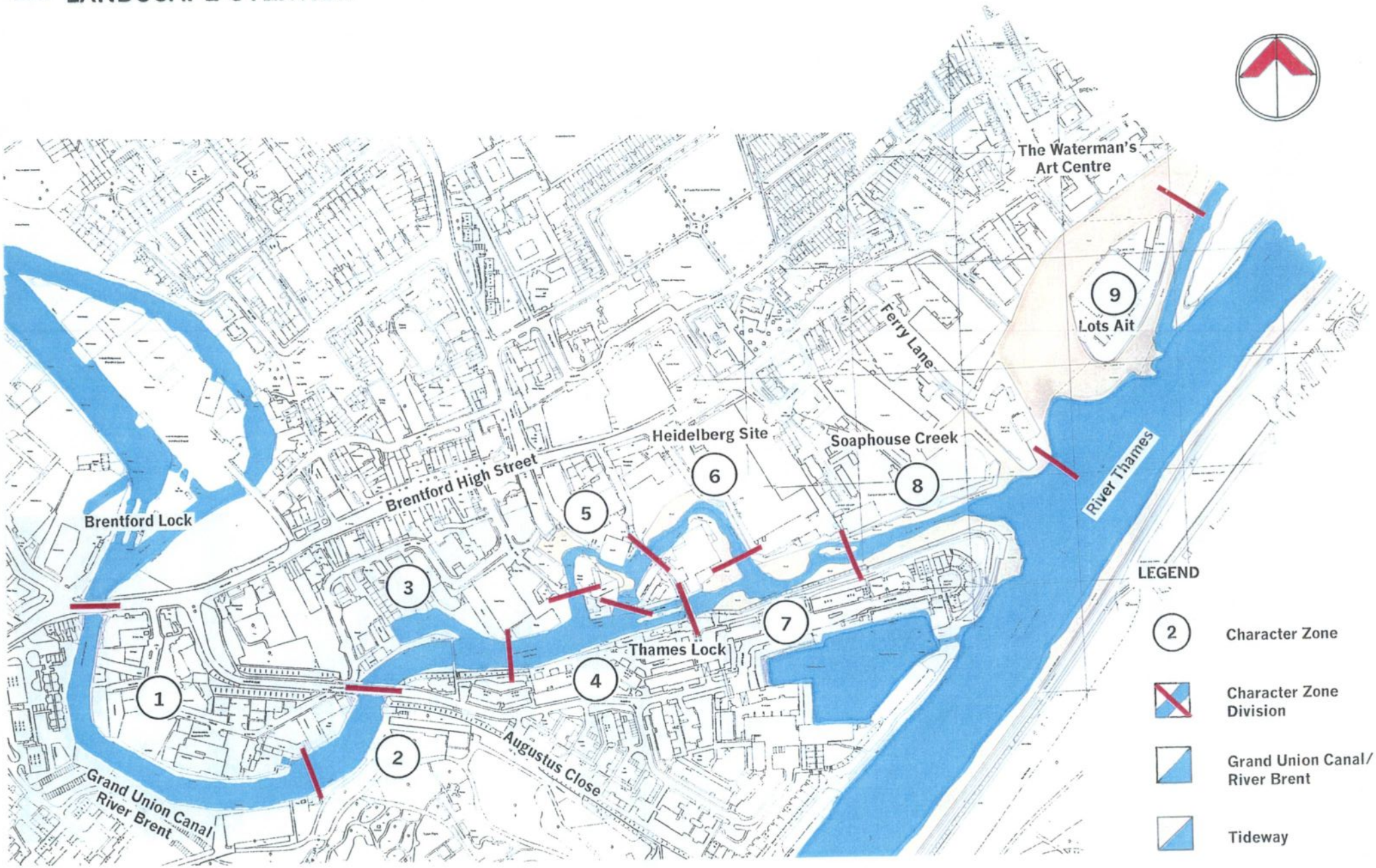
Grand Union bollard

APPENDIX

Waterspace Strategy for Brentford Waterfront

The following pages provide and overview of the Brentford Waterfront from Brentford High Street to the River Thames. It sets the context within which the Ferry Lane development site has been considered.

LANDSCAPE OVERVIEW



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Invasive species

Survey and Analysis

Two species of invasive plant are established along the banks of the Grand Union Canal / River Brent: Himalayan Balsam and Giant Hogweed.

Both Himalayan Balsam and Giant Hogweed are foreign species, originally introduced for ornamental planting. They can form dense stands causing problems, displacing native plants and reducing wildlife interest. In addition, Giant Hogweed poses a serious health hazard as its sap causes severe irritation, swelling and blistering on contact with skin.

The Environment Agency recommends control of these invasive plants and has published guidelines for control in the vicinity of watercourses.

Recommendation

Control Himalayan Balsam and Giant Hogweed in accordance with Environment Agency guidelines.

Rampant weed growth presents an unkept appearance to the towing path environment

Bank treatments

Survey, Analysis

The tidal stretch of the Grand Union Canal / River Brent is characterised by high concrete or sheet piled banks, providing very limited opportunities for development of marginal or foreshore habitats. An area of reed fringe has established, at the entrance to the bypass channel by Johnson's Island.

The Environment Agency has produced guidelines for enhancing the landscape and ecological value of 'hard' flood defences, e.g. by the introduction of timber fendering to sheet piling.

Recommendations

- Conserve existing reed fringe and seek opportunities to establish new areas of marginal habitat.

Example of established reed fringe, at the entrance to the bypass channel by Johnson's Island.

- Seek opportunities to enhance existing flood defences, e.g. by introduction of timber fendering to sheet piling.

Woody vegetation

Survey, Analysis

The off side bank is dominated by overhanging Sycamore, which is a tree that has been introduced to this country, providing limited native wildlife value.

The one specimen tree to be found along the length is a fine Black Poplar close to the mouth of the River Brent.

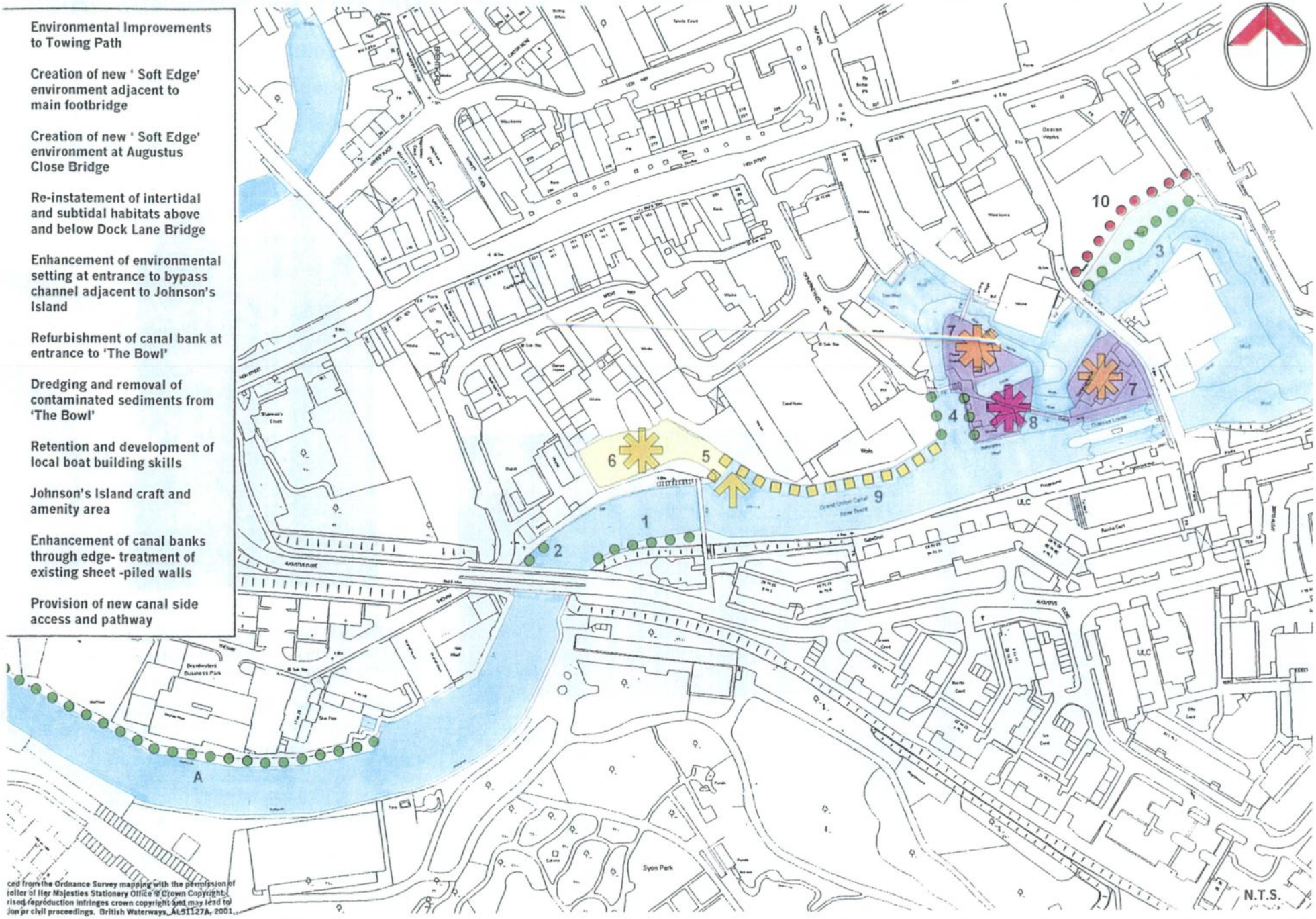
Planting native shrubs, such as Goat Willow, would create valuable new habitat within the canal corridor.

Recommendations

- Seek opportunities for new native shrub planting.
- Conserve specimen Black Poplar near mouth of River Brent.
- Undertake sensitive management of existing woody vegetation.

SRB ENVIRONMENTAL ENHANCEMENT SITES

- Environmental Improvements to Towing Path
- Creation of new ' Soft Edge' environment adjacent to main footbridge
- Creation of new ' Soft Edge' environment at Augustus Close Bridge
- Re-instatement of intertidal and subtidal habitats above and below Dock Lane Bridge
- Enhancement of environmental setting at entrance to bypass channel adjacent to Johnson's Island
- Refurbishment of canal bank at entrance to 'The Bowl'
- Dredging and removal of contaminated sediments from 'The Bowl'
- Retention and development of local boat building skills
- Johnson's Island craft and amenity area
- Enhancement of canal banks through edge- treatment of existing sheet -piled walls
- Provision of new canal side access and pathway



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Brentford Waterspace Strategy

Zone 1

- Requirement to rationalise and improve access point from Brentford High Street to the towing path
- Utilise redundant railway viaduct to create access point to high level urban pier and viewpoint
- Opportunity to improve waterside setting of wine bar together with the terrace to the new commercial development opposite
- Measures required to re-profile flood defence barrier as current arrangement presents an acute danger to towing path users.
- Opportunity for tree planting to mitigate residential block and re-profile flood defences to encourage aquatic planting
- Improve access point and rationalise towing path against Shire Place development
- Residential moorings on north bank, urgently require improvement
- Creation of access points together with management of overhanging vegetation is required to utilise Syon Wharf for residential moorings
- Control of invasive species (Himalayan Balsam and Giant Hogweed) required in accordance with Environment Agency guidelines.

ZONE 2

- Improvement and creation of access points from The Ham to the towing path, together with the ramps to the raised walkway in front of timber sheds
- Dredging required to area in front of timber sheds to maintain safe navigation
- Creation of access points together with management of overhanging vegetation is required to utilise Syon Wharf for residential moorings

ZONE 3

- Improve access points from The Ham, Augustus Close and around 'The Bowl' Marina
- 'The Bowl' Marina proposed as heart of new development with strong links to Brentford High Street
- Opportunity to create pocket park on marina peninsular in association with water bus stop
- Proposed tree planting to mitigate impact of industrial buildings
- Overhanging fig tree should be retained, but cut back in order not to impede navigation

ZONE 4

- Improve access points from Romulus Court, Dock Road and on to Johnson' Island
- Conserve existing reed fringe and seek opportunities to establish new areas of marginal habitat. Enhance canal banks through edge-treatment of existing sheet- piled walls. e.g. by introduction of timber fendering to sheet piling.
- Johnson's Island possible location of craft and amenity area.
- Opportunity for climber/planting against wall with tree planting above to mitigate impact of unattractive retaining wall
- Opportunity to enhance Thames Lock in association with a water bus stop and the enhancement of the bridge elevation in order to act as a 'Gateway' into the Inland Waterway system
- Proposed Residential and visitor moorings

ZONE 5

- Retention and development of local boat building skills to include the renovation of the cover dry dock on Johnson's Island

ZONE 6

- Create access points and establish riverside walk from Dock Road to the Heidelberg Site
- Requirement for mitigation measures to harsh sheet steel piling
- Proposed tree planting to mitigate mass and impact of warehouses and car parking on north side of river

ZONE 7

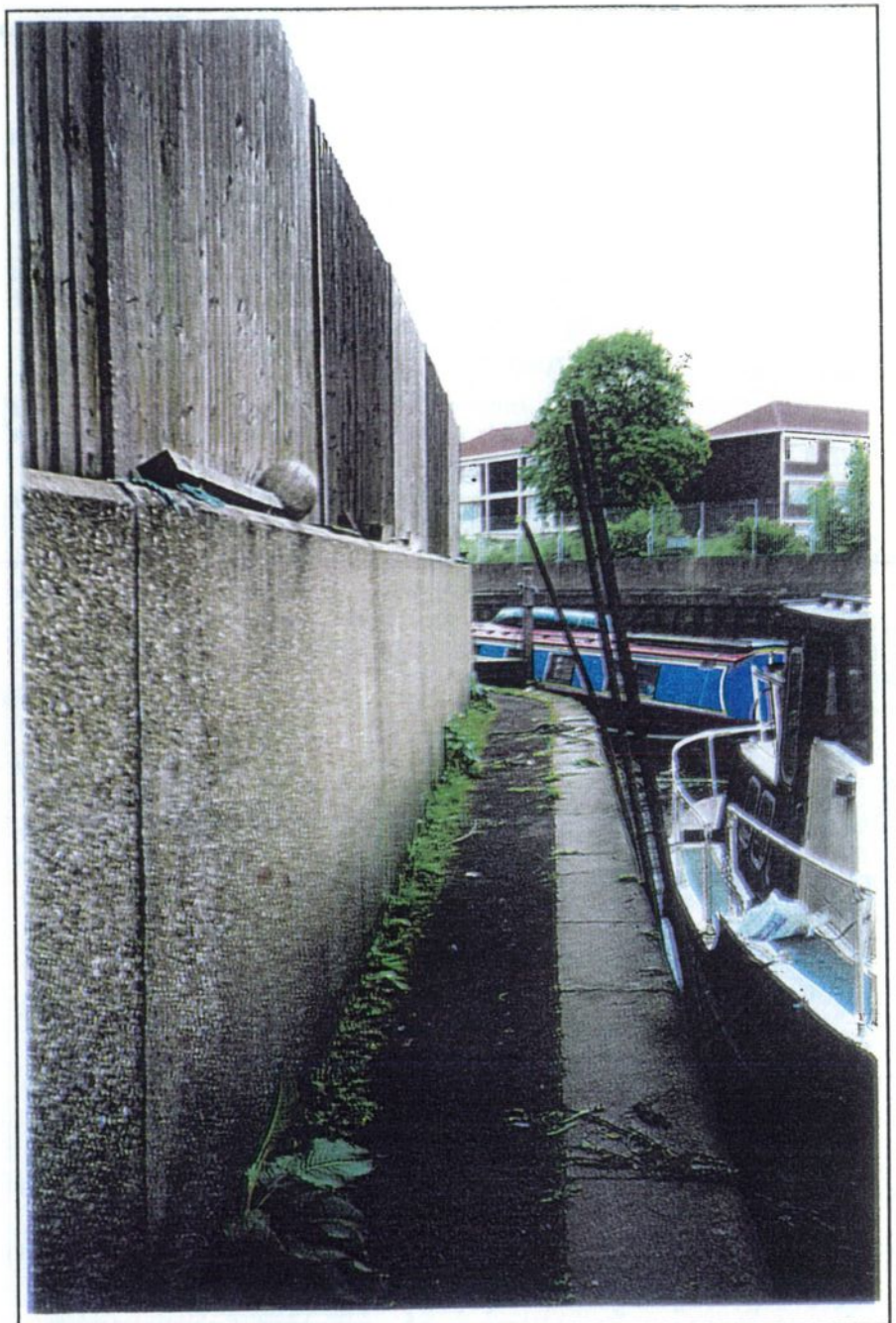
- Improve and create access points at Thames Lock and enhance bridge elevation to act as a 'Gateway' to the Inland Waterway system
- Requirement for mitigation measures of harsh sheet steel piling
- Proposed introduction of rise and fall moorings on this tidal section of river in order to accommodate visitor moorings

ZONE 8

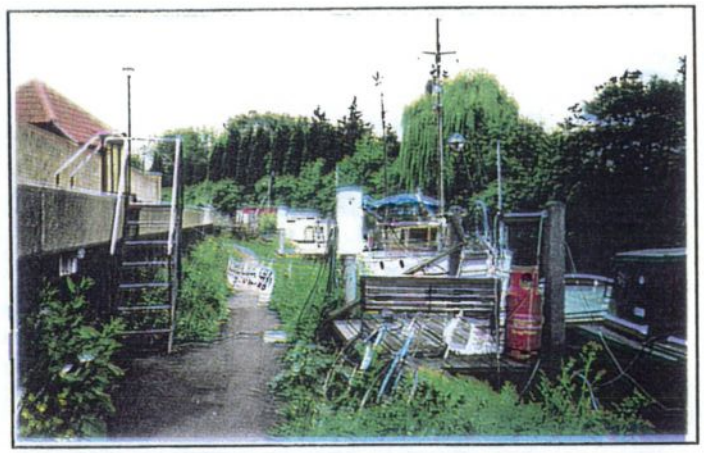
- Enlargement of Soaphouse Creek to act as focus for proposed Ferry Lane development
- Requirement for mitigation measures to harsh sheet steel piling
- Proposed introduction of rise and fall moorings on this tidal section of river in order to accommodate visitor moorings
- Entrance markers to Grand Union Canal
- Ferry Lane water bus stop
- Proposed tree planting to new riverside walk to include preservation of existing mature Black Poplar

ZONE 9

- Develop Ferry Wharf as an destination point
- Access points developed between Brentford High Street and the Thames Tideway e.g. Goat Wharf
- Proposed screen allowing 'windows' onto the Tideway



1 Narrow and congested towing path due to makeshift moorings, blind corners and austere flood defence wall, presents an acute danger to towing path users.



2 Access point to high level towing path behind flood wall requires improving together with the overgrown and cluttered mooring pontoons which present a poor and unkempt image.

3 Opportunity for tree planting to south side to mitigate residential block and re-profile flood defences to encourage aquatic planting.

4 Overgrown wharf to offside presents an opportunity for residential moorings. However, adequate access points from Syon Park need to be considered.

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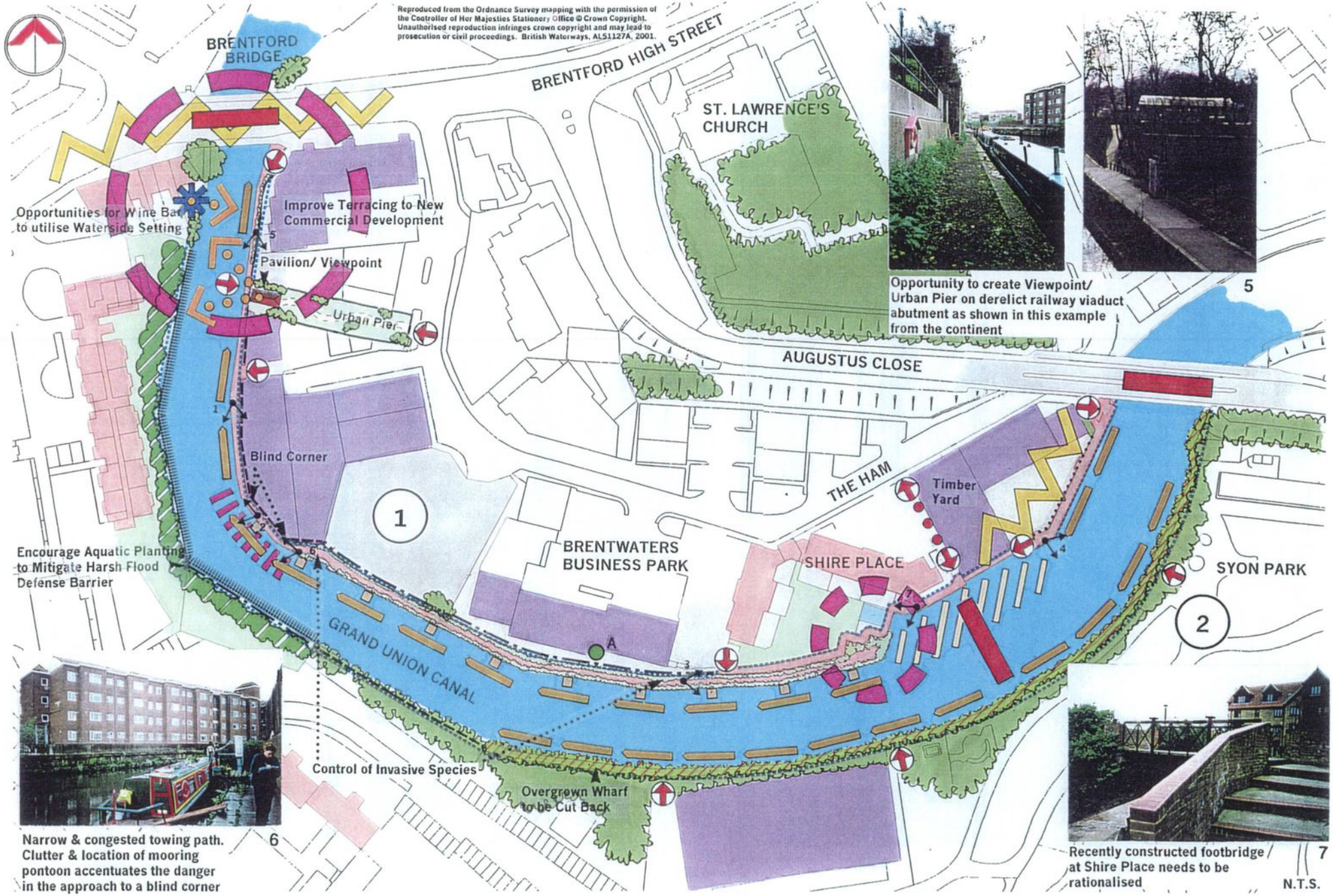
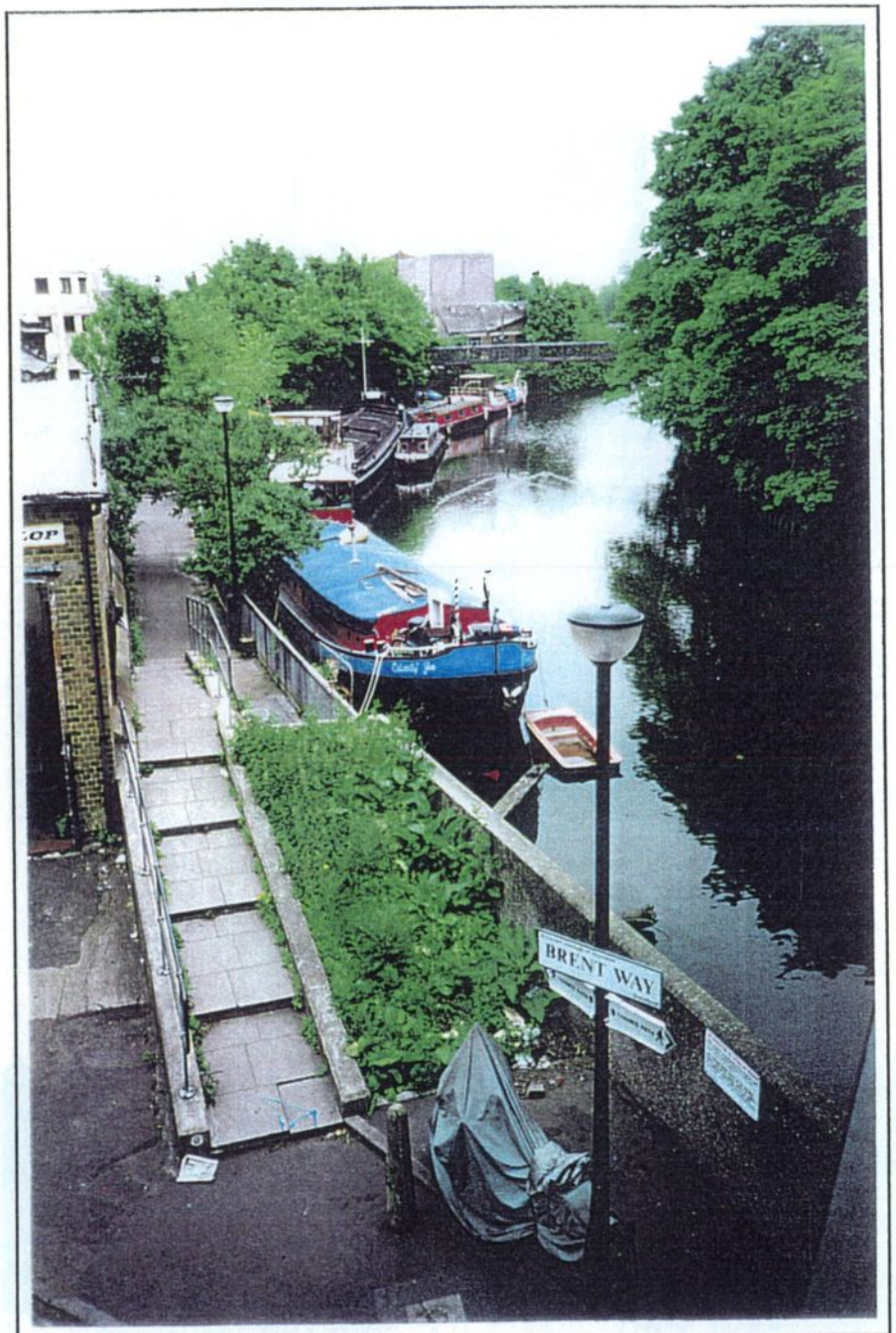
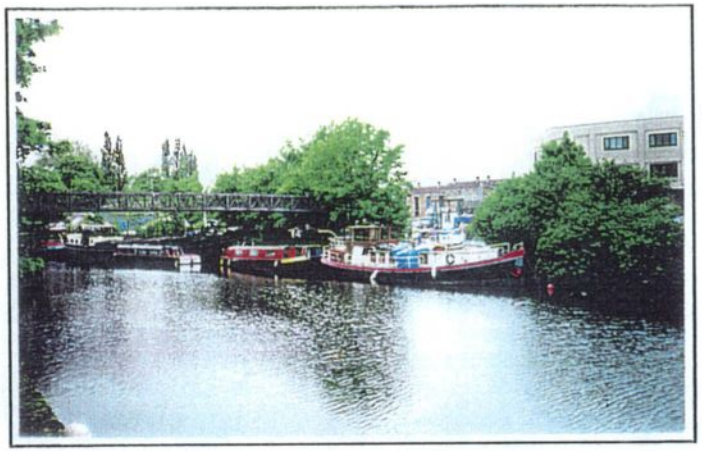
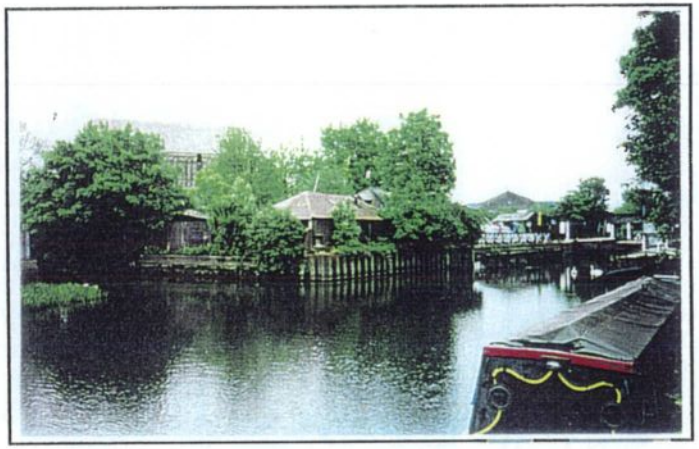

BRENTFORD BRIDGE
BRENTFORD HIGH STREET
ST. LAWRENCE'S CHURCH
Opportunities for Wine Bar to utilise Waterside Setting
Improve Terracing to New Commercial Development
Pavilion/ Viewpoint
Urban Pier
AUGUSTUS CLOSE
Blind Corner
1
THE HAM
Timber Yard
BRENTWATERS BUSINESS PARK
SHIRE PLACE
SYON PARK
2
Encourage Aquatic Planting to Mitigate Harsh Flood Defense Barrier
GRAND UNION CANAL
A
Control of Invasive Species
Overgrown Wharf to be Cut Back
Opportunity to create Viewpoint/ Urban Pier on derelict railway viaduct abutment as shown in this example from the continent
5
Narrow & congested towing path. Clutter & location of mooring pontoon accentuates the danger in the approach to a blind corner
6
Recently constructed footbridge at Shire Place needs to be rationalised
7
N.T.S.



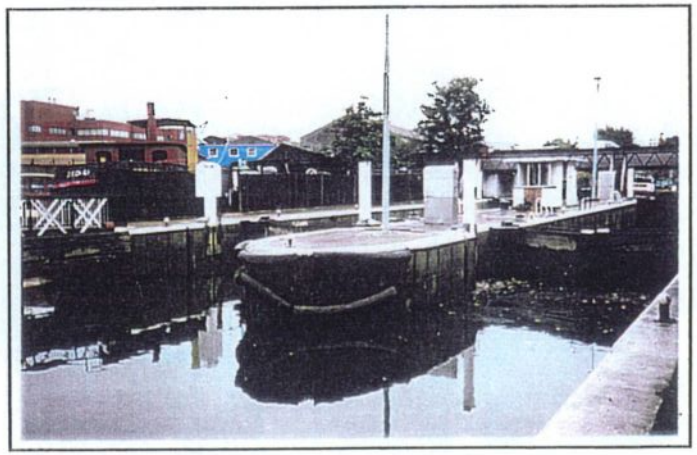
8 Requirement to re-design ramp and signage to ease access for disabled pedestrians in crossing the flood defence wall.



9 Opportunity to create pocket park and water bus stop at entrance to 'The Bowl' Marina with strong links to Brentford High Street.



10 Opportunity to enhance canal banks to Johnson's Island by creating a shelf to promote emergent planting.



11 Thames Lock. In need of environmental enhance-ments to present a positive image as the entrance to the Inland Waterway System.

Retention & development of local boat building skills by rebuilding the covered dry dock on Johnson's Island

Marina as Heart of Proposed Development with Strong Links to Brentford High Street

'THE BOWL' MARINA

Opportunity to Create Pocket Park in Association with Water Bus Stop

Reed Fringe to be Conserved

TOWN WHARF

DOCK ROAD

RIVER BRENT

Renovation of Dry Dock

Existing Boat Building Yard

THAMES LOCK

JOHNSON'S ISLAND

GRAND UNION CANAL

Opportunity to Enhance Bridge Elevation as 'Gateway into the Inland Waterway System

AUGUSTUS CLOSE

ROMULUS COURT

Opportunity for New Native Shrub Planting

SYON PARK

Overhanging fig tree should be retained, but cut back in order not to impede navigation

Opportunity for climbers/planting against wall with tree planting above to mitigate impact of unattractive retaining wall

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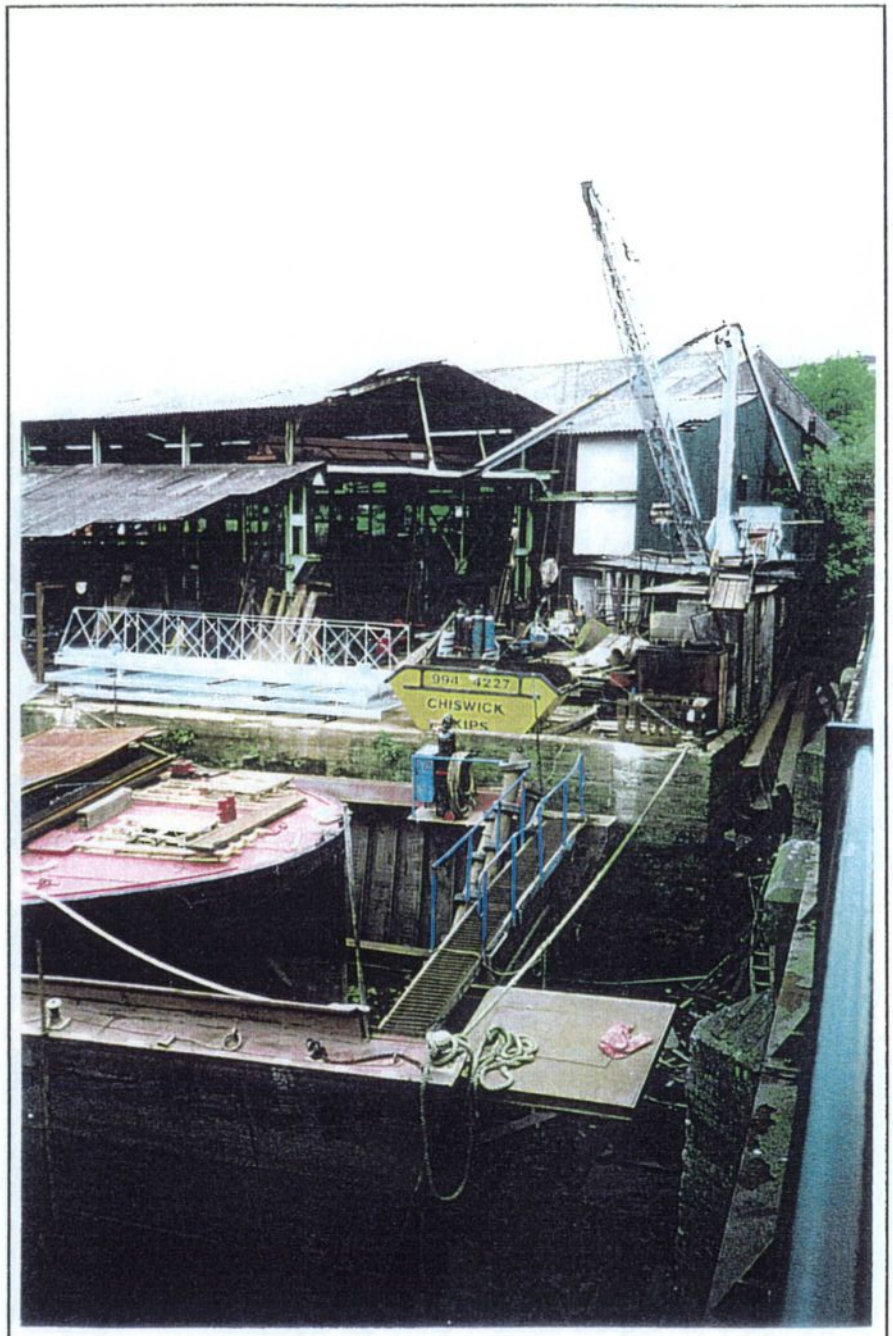
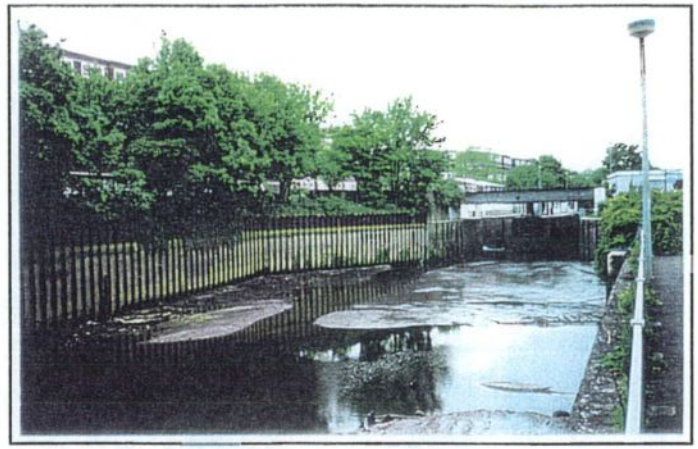
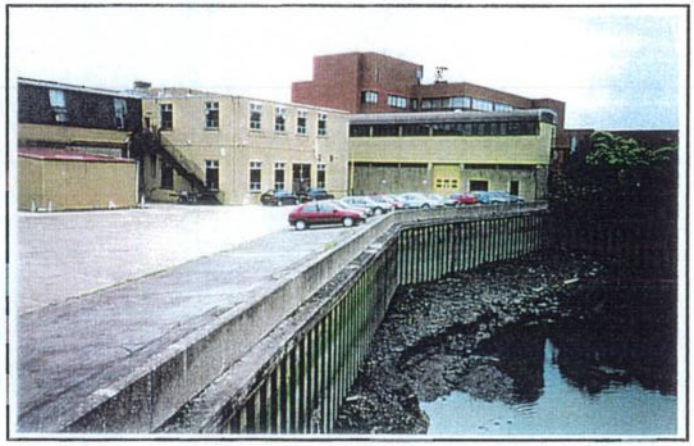


15 Visually active boat building activities add a vibrancy to the Brentford waterfront.



16 Ecologically sterile sheet steel piling and uninspired footbridge elevation to Thames Lock presents a foreboding entrance to the Grand Union Canal



17 Environmental enhancements should include addressing the sheet steel piling to encourage habitat creation, tree planting and waterside walkway to screen industrial buildings and car parking.

18 Recent timber buttresses and fenders provide an ecological haven to piled edge which is covered by the tidal range.

Recycled granite setts laid in stretcher bond on Dock Road maintains the historic industrial environment

N.T.S.

CORPORATION YARD

HEIDELBERG SITE

Proposed Tree Planting To Mitigate Mass and Impact of Warehouse

RIVER BRENT

DOCK ROAD

TOWN WHARF

Existing Boat Building Yard

Proposed Rise & Fall Moorings

GRAND UNION CANAL

RIVER BRENT

THAMES LOCK

JUSTIN CLOSE

GRAND UNION CANAL

NUMA COURT

Requirement for Mitigation Measures to Harsh Sheet Steel Piling

MARINA

ROMULUS COURT

6

7

10

3

18

19

19

17

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16

20

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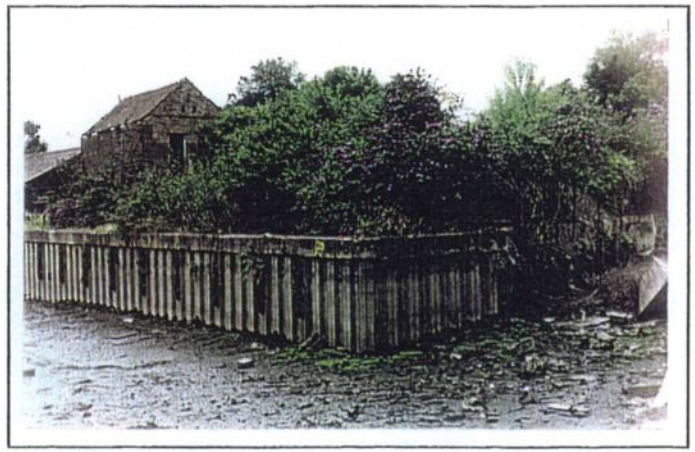
20 View at low tide from Thames Lock Bridge, looking east, with the River Thames in the distance

21 At present Soaphouse Creek is the graveyard to a number of rotting hulks which emphasised the overall impression of dereliction.

22 Entrance marker should be redesigned to promote a more dynamic image for the canal system

23 Traditional historic commercial craft could be moored in the enlarged Soaphouse Creek Basin to bring vibrance and interest to the development.



24 Reprofile entrance to inter-tidal inlet to enhance ecological value.

View from entrance to Soaphouse Creek, looking across
To The Royal Botanic Gardens at Kew 25

HEIDELBERG SITE

CORPORATION YARD

FERRY LANE

GOAT WHARF

SMITH HILL

THE WATERMANS ART CENTRE

Proposed Screen

25

8

SOAPHOUSE CREEK

GRAND UNION CANAL

RIVER BRENT

Mature Black Poplar

21

FERRY WHARF

LOTS AIT

25

23

JULIUS COURT

22

Entrance Marker to Grand Union Canal

9

BRENTFORD AIT

RIVER THAMES

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